



**Colac Otway
SHIRE**

AGENDA

**ORDINARY COUNCIL MEETING
OF THE
COLAC-OTWAY SHIRE
COUNCIL**

27 NOVEMBER 2013

at 5:00 PM

Apollo Bay Senior Citizen's Centre

All Council and Committee meetings are audio recorded, with the exception of matters identified as confidential items in the Agenda. This includes the public participation sections of the meetings. Audio recordings of meetings are taken to facilitate the preparation of the minutes of open Council and Committee meetings and to ensure their accuracy. In some circumstances a recording will be disclosed to a third party. Those circumstances include, but are not limited to, circumstances, such as where Council is compelled to disclose an audio recording because it is required by law, such as the Freedom of Information Act 1982, or by court order, warrant, or subpoena or to assist in an investigation undertaken by the Ombudsman or the Independent Broad-based Anti-corruption Commission. Council will not use or disclose the recordings for any other purpose. It is an offence to make an unauthorised recording of the meeting..

COLAC-OTWAY SHIRE COUNCIL MEETING

27 NOVEMBER 2013

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NOTICE is hereby given that the next **ORDINARY COUNCIL MEETING OF THE COLAC-OTWAY SHIRE COUNCIL** will be held in Apollo Bay Senior Citizen's Centre on 27 November 2013 at 5.00 pm.

AGENDA

1. OPENING PRAYER

*Almighty God, we seek your
blessing and guidance in our
deliberations on behalf of the
people of the Colac Otway Shire.
Enable this Council's decisions to be
those that contribute to the true
welfare and betterment of our community.*
AMEN

2. PRESENT

3. APOLOGIES

4. MAYORAL STATEMENT

Colac Otway Shire acknowledges the original custodians and law makers of this land, their elders past and present and welcomes any descendents here today.

Colac Otway Shire encourages community input and participation in Council decisions. Council meetings provide an opportunity for the community to ask Council questions, either verbally at the meeting or in writing.

Please note that Council may not be able to answer some questions at the meeting. These will be answered later.

Council meetings enable Councillors to debate matters prior to decisions being made. I ask that we all behave in a courteous manner.

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Thank you. Now 30 minutes is allowed for question time. Please remember, you must ask a question. If you do not ask a question you will be asked to sit down and the next person will be invited to ask a question. This is not a forum for public debate or statements.

1. Questions received in writing prior to the meeting (subject to attendance and time),
2. Questions from the floor.

5. QUESTION TIME

6. DECLARATION OF INTEREST

7. CONFIRMATION OF MINUTES

- Ordinary Council Meeting held on the 23/10/13
- Statutory Council Meeting held on the 13/11/13.

Recommendation

That Council confirm the above minutes.

OFFICERS' REPORTS

Chief Executive Officer

OM132711-1 COUNCILLOR CODE OF CONDUCT
OM132711-2 CEO'S PROGRESS REPORT TO COUNCIL

Corporate and Community Services

OM132711-3 NEW COUNCIL POLICY
OM132711-4 REVISED INSTRUMENT OF DELEGATION OLD BEECHY RAIL TRAIL
OM132711-5 LICENCE TO OCCUPY CROWN LAND - BIRREGURRA GOLF CLUB
OM132711-6 S86 COMMITTEE OF MANAGEMENT

Infrastructure and Services

OM132711-7 PETITION - FOOTPATH CONSTRUCTION - MONTROSE AVENUE,
APOLLO BAY

Sustainable Planning and Development

OM132711-8 FINAL COLAC OTWAY SHIRE HERITAGE STRATEGY
OM132711-9 COLAC OTWAY CARBON NEUTRAL ROADMAP 2013
OM132711-10 DRAFT TOURISM DIRECTIONAL SIGNAGE POLICY
OM132711-11 PROPOSED REZONING - PLANNING SCHEME AMENDMENT C78 -
WYUNA ESTATE
OM132711-12 PLANNING SCHEME AMENDMENT C75 (OPEN SPACE STRATEGY
IMPLEMENTATION) - CONSIDERATION OF SUBMISSIONS
OM132711-13 ENDORSEMENT OF FINAL G21 REGIONAL GROWTH PLAN
IMPLEMENTATION PLAN

General Business

OM132711-14 MINUTES FROM YOUTH COUNCIL MEETINGS
OM132711-15 ITEM FOR SIGNING & SEALING - STOCK UNDERPASS - ROSSMOYNE
ROAD, COLAC WEST
OM132711-16 ASSEMBLY OF COUNCILLORS
OM132711-17 MINUTES OF THE OLD BEECHY RAIL TRAIL COMMITTEE
OM132711-18 MINUTES FROM THE COLAC COMMUNITY LIBRARY & LEARNING
CENTRE JOINT COMMITTEE MEETING

Notices of Motion

OM132711-19 REGIONAL AUSTRALIA COMPETITIVENESS INDEX

Reports from Delegates to Other Bodies

OM132711-20 MUNICIPAL ASSOCIATION OF VICTORIA - STATE COUNCIL MEETING

Rob Small
Chief Executive Officer

CHIEF EXECUTIVE OFFICER

ITEM	
<u>OM132711-1</u>	<u>COUNCILLOR CODE OF CONDUCT</u>
<u>OM132711-2</u>	<u>CEO'S PROGRESS REPORT TO COUNCIL</u>

OM132711-1**COUNCILLOR CODE OF CONDUCT**

AUTHOR:	Colin Hayman	ENDORSED:	Rob Small
DEPARTMENT:	Executive	FILE REF:	F12/7416

Purpose

The purpose of this report is to provide Cr Buchanan with the opportunity to sign the Councillor Code of Conduct following his election to Council in August 2013.

Declaration of Interests

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

Background

As a requirement under section 76C of the *Local Government Act 1989* (Act), all Councils in Victoria must have a Code of Conduct for Councillors.

Council must review the Councillor Code of Conduct for the Council within the period of 12 months after a general election.

The Colac Otway Shire Councillor Code of Conduct was subsequently adopted at the February 2013 Council meeting and signed by five of the seven Councillors.

Since that meeting, Cr McCrickard resigned as a Councillor and Cr Buchanan was elected to Council as a result of a count back of votes in August 2013. Cr Buchanan has requested the opportunity to sign the Councillor Code of Conduct.

Council Plan / Other Strategies / Policy**Good Governance**

Means we care about and are responsive to the community, encourage democratic participation and involve people in decisions that affect them. We strive for excellence in financial management and council services, and always look for better ways to do things.

Our Goal:

Ensure transparency of governance practices, the capability of our organisation and effective resource management.

Issues / Options

Although Council has recently adopted a Councillor Code of Conduct, it has been requested that Cr Buchanan be given the opportunity to sign the Colac Otway Shire Councillor Code of Conduct. The remaining Councillors will also be requested to again sign this document.

Proposal

That all Councillors be invited to sign the attached Colac Otway Shire Councillor Code of Conduct.

Financial and Other Resource Implications

There are no financial implications associated with the signing of the Councillor Code of Conduct.

Risk Management & Compliance Issues

Colac Otway Shire Council adopted the Colac Otway Shire Councillor Code of Conduct in February 2013.

Environmental and Climate Change Considerations

Not applicable.

Community Engagement

The community engagement strategy follows the recommendations of the Colac Otway Shire Council Community Engagement Policy of January 2010, which details five levels of engagement – inform, consult, involve, collaborate and empower.

Under s76C(6) of the Act a copy of the Code of Conduct must be given to each Councillor and be available for inspection by the public at the Council office and any district offices.

Implementation

The document will be made available for inspection at Council offices.

Conclusion

Given the recent election of Cr Buchanan to the Colac Otway Shire Council, it is considered timely that the Councillor Code of Conduct be represented to Council in order for all Councillors to have the opportunity to sign this document.

Attachments

1. Councillor Code of Conduct

Recommendation(s)

That all Councillors sign the Councillor Code of Conduct at the Council Meeting on 27 November 2013.

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OM132711-2

**CEO'S PROGRESS REPORT TO COUNCIL**

|             |               |           |           |
|-------------|---------------|-----------|-----------|
| AUTHOR:     | Rhonda Deigan | ENDORSED: | Rob Small |
| DEPARTMENT: | Executive     | FILE REF: | F11/3291  |

**EXECUTIVE****Municipal Association of Victoria State Council Meeting**

Cr Stephen Hart as Deputy Mayor and official Council Delegate attended the Municipal Association of Victoria State Council meeting.

The meeting moved motions for lobbying state and federal government for law and other changes in favour of local government.

**Official Launch of CCTV in CBD**

A special function was held on Friday 25 October 2013 to recognise the completion of the CCTV monitoring system for Colac CBD, Memorial Square and the Colac Skate Park. The cameras are monitored through the Colac Police Station and should provide better behaviour and a sense of safety in the main street of Colac at all hours of the day and night. Specific surveillance of the main taxi rank in Memorial Square will contribute to safer precincts while surveillance of our iconic Shrine should eliminate the vandalism that it has suffered at times in recent years.

The opening was officiated by the Hon. Terry Mulder, Minister for Public Transport and Minister for Roads, and representatives of the Police, Council and the RSL.

**Regional Development Victoria (RDV)**

The Acting Director of RDV, Mr Robert Jones, and senior RDV staff met with the CEO and senior staff members to discuss funding opportunities and the new RDV structure.

The meeting updated the Director on the principal project and development opportunities for the Shire.

The potential funding application for the CBD and Entrances Project was explored with promising alternative funding streams being identified.

**Colac Livestock Selling Centre Business Planning**

Members of the Colac Livestock Selling Centre Advisory Committee along with the CEO and Acting General Manager Infrastructure had a meeting with Corangamite Shire CEO and Economic Development Manager to explore the possibility of a regional saleyard development. Discussions have also been held informally with the City of Greater Geelong and meetings are also planned with representatives of Ballarat Saleyards in the near future on the same topic.

**Liquor Licensing Accord**

The CEO attended the above meeting for Colac and District at the Colac Police Station on 31 October 2013. The proposals around safe and responsible alcohol consumption and licensing controls were discussed with representatives of Police, licenced premises and Council attending.

**G21 Board Meeting**

The CEO and the Mayor as Board Members of the G21 Regional Alliance attended the G21 Board Meeting in Colac on Friday 1 November 2013. Also in attendance were Crs Stephen Hart, Michael Delahunty and Terry Woodcroft.

Topics discussed included the following:

- G21 Regional Growth Plan Implementation Plan
- Priority Projects review
- 2014 delegation to Canberra
- G21 Board Strategy Workshop
- G21 AGM arrangements
- G21 Addressing Disadvantage update
- G21 Pillar updates.

**Great South Coast CEO's Forum**

The General Manager Sustainable Planning and Development attended this meeting on behalf of the CEO on Friday 1 November 2013. The meeting covered:

- Draft Victorian Coastal Strategy
- Strategic Issues relating to the Board
- Coordination of activities across boundaries
- Nature Based Tourism
- Peter's Project update
- Executive Officer appointment process.

**Meeting with the CEO of Barwon Water**

The CEO met with the CEO of Barwon Water on Friday 8 November 2013 to discuss Municipal Waste Water Management planning cooperation and economic development issues relating to individual enterprises in Colac.

**VicRoads Update**

The CEO attended the Mayor and CEO's update meeting with VicRoads representatives in Geelong on Friday 8 November 2013. The meeting updated Councils on key roading programmes and of special interest to Colac Otway, progress with State Highway 1 duplication and Safer Roads Programme from Colac to the South Australian border.

**Electrical Line Clearance Consultative Committee**

The CEO is a member of this committee and attended a meeting at Energy Safe Victoria on Wednesday 20 November 2013. The main agenda item for the meeting was the review of the Electrical Line Clearance regulations including:

- Hazard trees
- Engineering solutions
- Climability
- Notification, consultation and dispute resolution
- Listing of amenity trees
- Balancing the management of amenity and vegetation
- LBRA working group – code clearance
- Unsuitable species.

This is likely to provide a more practical approach to line clearance in urban areas.



**Colac Otway Shire Youth Council**

The Colac Otway Shire Youth Council held its end of year event on 18 November 2013. The evening was a celebration of the year's activities which included:

- A trek along the Old Beechy Rail Trail
- Attendance at the Meriba Services Club presentation of the book, "Pioneers & Suffragists".
- Participated in flights at the Colac Aero Club
- Providing support to the Colac Aero Club at its Open Day
- Participation in the Anzac Day Dawn Service and March
- Providing assistance at the COOL and Young Ambassador Awards
- Providing assistance at the "Battle of the Bands"
- Providing assistance to the Colac Area Health Youth Hub Art Gala
- Attendance at a COPACc theatre production, "39 Steps"
- Attendance and assistance given to the Colac Special School Activities Day
- The holding of a pool competition with the residents of Mercy Place Colac
- The staging of a Talent Quest and Video Competition.

**CORPORATE & COMMUNITY SERVICES****L2P Learner Driver Mentor Program**

The L2P Program has now been operating for a number of months and is receiving good support and feedback.

The driving lessons have commenced and are going well with good feedback from both the mentors and learner drivers.

There are currently 14 young people who are accessing the program.

The Coordinator of the program has attended a number of service groups to talk about the program. There has been good feedback and new mentors have been recruited. Training for mentors is being organised.

Sponsorship continues to be sought to assist with the ongoing costs of the program.

**Corangamite Regional Library Corporation**

The Board of the Corporation continues to meet on a regular basis.

At the last Board meeting held in October 2013 a number of issues were considered:

- The Annual Report for 2012/13 was received and its content noted.
- The Final Management letter and Closing Report from the Auditors were considered. A number of issues arising from the report have been resolved or are currently being developed.
- The Quarterly Performance Report to 30 September 2013 was received. The report indicates a number of positive trends for the quarter. The predictions for both the Apollo Bay Branch and the Colac Community Library & Learning Centre are indicating increases in visits and loans for the 2013/14 year. The Colac Annexe is showing predicted decreases.
- The Board adopted a Board Member Code of Conduct.
- The Board approved a "Food for Fines" amnesty program from December 2013. This has previously been run and proved very successful.

**Home and Garden Awards**

Judging has commenced for the 2013 Home and Garden Awards. 27 excellent nominations were received and the successful nominees will be announced at a function to be held in the judges garden 'Hanami' on Monday, 16 December 2013.

**RECREATION ARTS AND CULTURE****Events****Australia Day 2014**

The Australia Day Working Party has been meeting monthly to plan the 2014 Australia Day celebrations in Forrest. The 2014 celebrations will take place at the Forrest Hall on Sunday 26 January 2014 from 11.30am to 3.30pm. The 2014 Australia Day ceremony will be followed by musical entertainment on stage, a free community BBQ and a number of free activities such as a guided history bus tour of Forrest, a visit from Animals of Oz (a chance to see and learn more about our native animals up close) and a bush dance. There will be market stalls, a cafeteria at the hall, the Men's Shed will be peddling the smoothie bikes and the Forrest School will be serving freshly squeezed lemonade. A number of other activities are being finalized at the moment.

**Birregurra Weekend Festival and Art Show (12 to 13 October 2013)**

Thousands of people flocked to the 14<sup>th</sup> annual Birregurra Weekend Festival and Art Show. The festival featured food stalls, farm machinery exhibitions, arts, crafts and children's activities. The festival's large crowds were treated to musical performances from a wide range of local musicians including Chris Wilson and Dave Steel, a 140 person choir Orchestral Manoeuvre and a full program of Music at the Church. Feature standouts included the dog jumping, the new 'Garden Hub' and woodchop. The Food and Wine area once again showcased the best of the region's produce.

**Colac Orchid Club (12 to 13 October 2013)**

Orchid growers from Geelong, Warrnambool and Cobden made the trip to Colac for the annual show and visitors from as far as South Australia supported the club. A late season for orchids did not stop the large numbers of orchids and natives being presented for judging. Independent members of the Orchid Society Council of Victoria judged the competition and were impressed with the quality of entries.

**Warrion 103<sup>rd</sup> Flower Show (23 October 2013)**

The Warrion Annual Flower Show is now in its 103<sup>rd</sup> year. The event was timed to display the finest examples of old fashioned and native flowers, spring vegetables, home preserves and cakes, handicrafts and schoolwork. The afternoon tea is famous for its fresh sandwiches and superb homemade cakes. Stalls and exhibits highlighted local talent and produce.

**Cororooke Tennisathon (27 October 2013)**

A marathon tennis session raised more than \$5,000 towards the redevelopment of the Cororooke tennis courts. Approximately 200 people participated in the event which aimed to raise money for a reconstruction of the club's three courts.

**WKS Festival – Wye River (2 to 5 November 2013)**

Several events over the Melbourne Cup weekend contributed to a number of activities in Wye River and nearby hamlets. Henley on Wye, an exhibition of art and craft, music and a pet's picnic brought fun to locals and visitors.

**Colac Otway Wood Design Exhibition (2 and 3 November 2013)**

This bi-annual event at COPACC was another great success showcasing the expert and unique furniture from our local wood turners. Hundreds of people joined in the celebration over the 2 days.

**FReeZA Update**

The FReeZA committee is planning events for 2014 and welcomes new members who would like to get involved in staging events for young people, by young people. Plans are underway for an event at the Colac Skate Park, a talent quest and the Cool Awards. Organisers of the annual Battle of the Bands event are looking for those talented young performers who either play in a band, perform as a duo or soloist to compete in the event in August 2014.

**Upcoming Events**

Events which will be held throughout the Colac Otway Shire at the end of November 2013 and through December will be The Great Vic Bike Ride (Gellibrand 28 November and Birregurra 29 November) Forrest 2 Day Mountain Bike Festival (30 November and 1 December), Ulysses Motorbike Annual Christmas Appeal (7 December), and "Colac City Bands" – Carols by Candlelight in Memorial Square (13 December).

**Recreation****Beeac Tennis Courts Redevelopment**

Terry Mulder, Minister for Public Transport and Roads and Member for Polwarth, officially opened the new Beeac Tennis Courts on Sunday 6 October 2013. The redeveloped facility now includes 3 asphalt courts which replace the dilapidated 2 concrete courts. The \$160,000 project was jointly funded by Sport and Recreation Victoria, Council and a significant cash contribution of \$40,000 from the Beeac Tennis Club.

**Alvie Playground Development Project**

Investigative work has commenced on the Alvie Playground Development Project. The project will include installation of playground equipment, a shelter, BBQ and picnic furniture.

Community consultation will be undertaken with local community groups in December 2013 to determine:

- Preferred site location
- Preferred play equipment and community infrastructure
- Concept plans.

This project has been funded through the Local Government Infrastructure Program.

**Otway Districts Netball Facility Upgrade**

Following some issues with the surface of the new Gellibrand netball courts, Council has received formal notification from the contractor engaged to build the courts that the Asphalt supplier will be resurfacing the netball courts with a 30mm asphalt overlay. It is envisaged that works will commence after November 2013. This will rectify the minor surface issues.

The netball change rooms will be constructed during the netball off-season and completed prior to the commencement of the 2014 season.

**Elliminyt Playspace**

Regional Development Victoria has provided funding for Stage 2 of the Elliminyt Playspace which will rejuvenate and improve the existing open space at Elliminyt Memorial Park. The project will enhance the recently installed playground and include new community

infrastructure and create access to additional open space in a growing residential area. Works are expected to commence early 2014.

The project (Stage 2 works) includes:

- Removal of existing timber structures
- Repair and reinstate existing pathways and develop new pathways
- Connect power and water to the site
- Install BBQ and shelters
- Install picnic furniture
- Construct gravel car park area
- Landscaping of the surrounding area
- Install bicycle racks, drink fountain and dog pole/waste bags
- Directional and interpretative signage.

### **Sport and Recreation Victoria's 2014/2015 Community Facility Funding Program**

Council was successful in obtaining State Government funding through Sport and Recreation Victoria's 2014/2015 Community Facility Funding Program for the following projects:

- Pirron Yallock Recreation Reserve Clubrooms Redevelopment – Soccer Category (\$100,000)
- Apollo Bay Foreshore Playground Redevelopment – Minors Category (\$60,000)
- Cororooke Tennis Courts Redevelopment – Minors Category (\$70,000)

The Hon. Terry Mulder, Minister for Public Transport, Minister for Roads and Member for Polwarth, officially announced the project funding on Friday 8 November 2013.

### **G21 AFL Barwon Strategy**

The five G21 Municipalities in conjunction with AFL Barwon and AFL Victoria have partnered to investigate the AFL infrastructure and sports development needs from both a local and regional perspective. The strategy will also establish a clear structure for all stakeholders within the G21 region.

Leading sport and recreation consultants, *insideEDGE Sport and Leisure Planning* have been engaged to prepare the Regional Football Strategy to guide the future provision of football infrastructure and the future delivery of football development activities across the Region.

### **Leisure Networks – Club Help Workshops**

Community clubs and organisations are invited to participate in two workshops aimed at exploring what makes a successful committee.

The first workshop will be held in Colac on 25 November 2013 at COPACC and will provide insight into developing a positive committee culture as well as a range of other 'positive committee building' ingredients.

While the Colac workshop is aimed at sport and recreation club committees, it is also suitable for anyone currently looking at giving their time to a community group. The workshops are presented as part of the partnership between Leisure Networks and the Colac Otway Shire.

A similar forum will be held in Apollo Bay on 28 November 2013. The free forum in Apollo Bay will help sport and recreation clubs and highlights a range of resources to assist club volunteers and committee members. The two workshops are open to the public.

## **COPACC**

### **Business Events**

November 2013 is an extremely busy month for COPACC, with four local dance schools performing their end of year concerts on COPACC's main stage. Hundreds of local children will take to the stage for these showcase performances, which will be attended by thousands.

### **Theatre season**

Audience numbers are strong for the final shows in COPACC's 2013 season. The *Grace Knight* jazz cabaret is on track for a sell-out and sales are tracking well for the *Jonathon Welch Christmas Concert* – the last show in the Morning Music season. Jonathon Welch will be supported by Colac's *Choir of Heart and Soul*. This choir was formed as part of COPACC's community voice project in September 2012, in the lead up to the mass choir *Happy Together* with the former *Choir of Hard Knocks*. The *Choir of Heart and Soul* continues to meet weekly at COPACC, they have undertaken a number of public performances, and the group now numbers 19 men and women.

### **Exhibitions**

The COPACC Players are currently celebrating their 70<sup>th</sup> anniversary with an exhibition in the COPACC foyer.

The Colac Otway Woodturners Exhibition in the foyer and Civic Hall on 2 and 3 November 2013 attracted more than 900 people.

## **Bluewater Fitness Centre**

### **Redevelopment Project**

At its October 2013 meeting, Council awarded the construction tender for the Bluewater Fitness Centre Redevelopment to BDH Constructions. It is anticipated that the contractor will be onsite by the end of November 2013.

The project will take approximately 12 months to construct due to the extent and nature of the build. The project is quite complex and includes relocating the existing pool plant room and constructing a new warm water pool. The project also includes doubling the size of the existing stadium, building a new gymnasium, reconfiguring the entrance and foyer, and redeveloping both the aquatic and stadium amenities.

Bluewater staff have established the gym and dry programs to the Colac Youth and Recreation Centre, located at Colac's Central Reserve. The interim venue was opened to the public on Wednesday 13 November 2013 and is already being welcomed by users. It was a massive undertaking to move the gymnasium equipment to the Youth Club, with a number of items being too large and heavy to be loaded on the truck and therefore having to be wheeled up the street on trolleys. The end result though is fantastic, with the Youth Club a perfect fit for the needs of Bluewater patrons as a temporary home for the next 12 months.

### **Bluewater Send Off!**

Bluewater Fitness Centre was sent off with a bang on Friday 8 November 2013 with a free community open day. The 'Super Hero Send Off' was well received by the community with massive crowds enjoying a range of free activities including Mission Inflatable, jumping castle, face painting, members breakfast and high tea for our seniors program.

### Stadium

The Colac Basketball Association will continue to use the stadium up until Friday 22 November 2013 due to their alternative venue not being available. This will coincide with the anticipated commencement of works on the site by BDH Constructions.

### Memberships

All Bluewater Fitness Centre Bronze memberships (aquatic access only) have now been cancelled and all Gold memberships (full centre access) have been downgraded to silver level for gymnasium and dry programs only.

### Crèche

The Bluewater crèche will undergo an inspection from the Department of Education and Early Childhood Development with the hope that the licence application will be approved, allowing the crèche to return to normal operation in three to four weeks at its new temporary location at the Youth Centre.

## HEALTH & COMMUNITY SERVICES

### Maternal & Child Health

Maternal & Child Health (M&CH) had a busy October providing a number of additional home visits to families with babies who were born premature or with special needs that require some additional M&CH support while they gain weight.

Staff attended the M&CH conference via video conferencing in Warrnambool and a staff member has also attended in service training in Geelong on childhood anxiety.

### Statistics – October 2013

- 22 infants enrolled from birth notifications
- 9 First Time mothers

| <u>Key Ages and Stages Consultations</u> |    |              |    |               |    |
|------------------------------------------|----|--------------|----|---------------|----|
| Home visits 26                           |    |              |    |               |    |
| <b>2wks</b>                              | 26 | <b>4wks</b>  | 23 | <b>8wks</b>   | 26 |
| <b>4mths</b>                             | 19 | <b>8mths</b> | 9  | <b>12mths</b> | 11 |
| <b>18mths</b>                            | 15 | <b>2yrs</b>  | 12 | <b>3.5yrs</b> | 11 |

Other services provided include:

- 99 additional consultations
- 29 phone consultations
- 8 opportunistic immunisations
- 17 child and family referrals (maternal emotional health and child referrals for visual concerns being the main reasons for referral)
- 47 child and family counselling sessions provided with the majority of referrals and counselling for maternal emotional and child developmental concerns
- New Parents Groups - 4 sessions in Colac
- 39 families currently enrolled under Enhanced Home Visiting service (vulnerable and at risk families), which includes 12 new families enrolled this month and 10 cases which were closed.

**Rural Access**

The launch of the National Disability Insurance Scheme in the Barwon Region and the subsequent increase in funded support hours for over 500 individuals so far, has put further pressure on a sector already struggling to recruit and retain quality staff. Council's Rural Access Community Services officer has participated in a number of forums this month that have brought together funding and peak bodies, disability services, training providers, Skilling the Bay and G21. Key areas identified for further work are:

- Increasing workforce diversity across the Barwon Region
- Attracting school leavers
- Developing stronger career pathways including linking to post graduate studies
- Diverse employment opportunities from allied health through to equipment design, maintenance and repair
- Attracting and re-training retrenched workers from manufacturing sectors
- Staffing in rural areas without a site office
- Opportunity for Barwon to lead Australia in employing people with disabilities.

The Rural Access program has also been continuing work on annual awareness-raising activities for the International Day of People with Disabilities. This includes the celebration dance at the end of November and an inaugural 'Tryathlon' to be held at the end of March 2014.

**Older Person's and Ability Support Services - OPASS****Seniors Week**

The Senior's Festival 2013 Calendar of Events was again highly successful with some 600 people joining in the week's activities.

The Jade Hurley concert was completely booked out with 350 attending. All welcomed Jade with great enthusiasm, joining him in song and many staying back to meet Jade and have all sorts of "things" autographed.

There were morning teas across the Shire in Beeac, Forrest, Wye River, Apollo Bay, Gellibrand and Colac which were all well attended. The morning teas were organized by our Improving Liveability for Older People (ILOP) Ambassadors. It was an opportunity to bring people up to date with what is happening in their local communities and also an opportunity for people to catch up with friends and new people to their community.

The bus trips organized for the week included visits to Williamstown Botanic Gardens, the Glass Gallery in South Werribee, Ballarat Turf Club and A Big Day Out in Portland with all tours well patronized and successful. Each trip included a 2 course lunch and tour of a range of viewings, such as an historic trip on the Portland Cable Tram, and restored veteran, vintage and classic cars.

The tour of the Williamstown gardens included a wonderful collection of flora and the native fauna. Another highlight was the visit to the kiln-formed glass where many pieces were displayed including jewelry, figurines, platters and much more.

The Ballarat Turf Club provided great meals in the members' area, and many "wins" were recorded. This event was really enjoyed by all who attended.

The Leisure Expo at Kanyana Centre saw many people wandering through the Centre, joining in for lunch, morning and afternoon teas and viewing material, outlining the many activities that are on offer for older persons in the Colac Otway Shire. Excellent verbal feedback from many participants reinforces the value of this event and the number of participants throughout the week tells its own story.

### **Government House Reception**

Nominees for the older persons who have made a contribution to their community were selected to have morning tea with His Excellency the Honourable Alex Chernov AC QC Governor of Victoria.

The eight people who were nominated and attended Government house were Helen Paatsch, Dorothy Nicholls, Petronella Bongers, Rosemary Wall, John Featherston, Clare Russell, Len Cole and Russell Adams.

The Lieutenant Governor formally presided over the events of the day.

### **Environmental Health**

#### **Health Education Activities**

Of a total of 371 food premises, 33 inspections were carried out in October 2013. Additional inspections included:

- 8 inspections of selling points for tobacco were carried out to ensure legislative requirements are being met
- 8 inspections of Prescribed Accommodation Premises
- Septic tank inspections were carried out with 4 permit to install and 4 permits to use being issued
- 2 food recalls were received and enacted
- Staff attended:
  - Health officer training with Department of Health
  - Committee meeting designing promotional materials for secondary schools for the increased uptake of vaccines for adolescents
  - Reducing Red Tape for Food Premises with Department of Health.

### **Community Services**

#### **Colac “Foodshare” Funding Approved**

Vulnerable community members in South West Victoria will have better access to nutritious food in times of need, with St Laurence Community Services setting up a “Foodshare” in Colac, based on Foodbank Victoria’s model.

It will provide an important service that not only helps address the issue of food security among our most chronically disadvantaged citizens, but will also ensure there is support available for those experiencing a short-term crisis, such as during a natural disaster.

A shed will be built and fitted out to store the large quantities of food necessary to run community kitchens, breakfast programs and other initiatives including emergency relief organisations, where required.

The Colac “Foodshare” will operate under a community development model, where organisations can access the food, and it will be run entirely by volunteers, and in time will provide a space for training opportunities for the wider community in warehousing and food handling.



Food and resources will be shared with the region's larger centres in Geelong and Warrnambool. St Laurence Community Services and its partners have worked hard over the past 12 months to ensure the project can proceed immediately.

The Victorian Government is contributing \$84,000 funding towards the \$112,000 project, with additional funding and in-kind support to be provided a range of other organisations including Colac Otway Shire Council, Salvation Army, South West Community Fund, Bendigo Bank and Foodbank Victoria.

### **Children & Family Services**

#### **Children's Week**

On Thursday 24 October 2013 the Colac community celebrated Children's Week with a free, fun filled event for children, families and significant others in acknowledgment of what a wonderful contribution our children make to our community.

Children participated in a wide variety of activities including story time, roaming reptiles, face painting, bubble blowing, outside games, dental checks (free toothbrush and paste) and much more. The Educators attended and gave very positive feedback of the day and said the children enjoyed patting and holding snakes and lizards. They also enjoyed spending time with Aboriginal Educator Bronwyn Ferguson from Warrnambool. Bronwyn talked to the children about Dreamtime and showed them games aboriginal children play.

The day was very successful and well attended by children from schools, kindergartens, childcare centres, family day care and families from our community.

### **INFRASTRUCTURE & SERVICES**

#### **CAPITAL WORKS**

| <b>ACTIONS</b>                                                                                                                       | <b>STATUS</b> | <b>%<br/>COMPLETION</b> | <b>PROGRESS COMMENTS</b>                                                                                                                                                                                                                         |
|--------------------------------------------------------------------------------------------------------------------------------------|---------------|-------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Develop a Subdivision Guide for Colac Otway Council and report to Exec prior to reporting to Council for formal adoption.            | Completed     | 100%                    | The Infrastructure Design Manual was adopted by Council in October 2013 and forms the basis of the Subdivision Guidelines for Colac Otway Shire.                                                                                                 |
| Adopt Infrastructure Design Manual and undertake internal and external awareness raising campaign.                                   | Completed     | 100%                    | The Infrastructure Design Manual was adopted by Council at the October 2013 Meeting. This document will form the basis of Council's infrastructure development standards.                                                                        |
| Review the system used to file and archive technical drawings. Options to consider are linkage with Asset Management System or TRIM. | Completed     | 100%                    | Council is presently working towards implementing the Authority Asset Management Module which is expected to be commissioned within the next 12 months. This system will be able to handle plans and other "attached documents". The system also |

| <b>ACTIONS</b>                                                                                         | <b>STATUS</b> | <b>%<br/>COMPLETION</b> | <b>PROGRESS COMMENTS</b>                                                                                                                                                                                                                                                                      |
|--------------------------------------------------------------------------------------------------------|---------------|-------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                        |               |                         | has an integration to Council's GIS platform which offers a map based method of retrieving plans and documents. Further filing of technical drawings will be postponed until the new asset system comes on line.                                                                              |
| Manage preparation of 2013/14 capital works program including designs and specifications for projects. | In Progress   | 75%                     | Designs for projects contained within the 2013/14 infrastructure works programme are nearing completion. The reconstruction of a section of Warrowie Road is nearing completion with rehabilitation works recently commencing on Weering School Road.                                         |
| Develop a 10 year capital works and major projects program according to adopted priorities.            | In Progress   | 25%                     | Developed and updated in January of each year as part of the budget process.                                                                                                                                                                                                                  |
| Establish a 3 year Design Program based on the 10 year Capital Works & Major Projects Program.         | In Progress   | 50%                     | The design program, including timelines for next year has been completed. Planning for the third of the programme is underway. Forward planning or works programmes are confirmed through the annual budget process.                                                                          |
| Complete the 2013/14 component of the Old Beechy Rail Trail project funded by RIDF.                    | In Progress   | 75%                     | Tenders are presently being evaluated for the Beech Forest to Ferguson section of the Trail. Quotations have been sought for the section of trail between Ditchley and Dinmont and are being evaluated. Tender documents are being prepared for a third section through Mercy Place in Colac. |
| Facilitate the construction of the public off street carpark at Pascoe Street Apollo Bay.              | In Progress   | 10%                     | Awaiting the signing of agreements prior to the commencement of detailed design.                                                                                                                                                                                                              |
| Facilitate the review of Council's Road Safety Strategy in conjunction with Colac Road Safe.           | In Progress   | 85%                     | A joint Road Safety Strategy is being developed in conjunction with Corangamite Shire. The document is in the final editing stage. At the completion of this stage the document will be forwarded to Victoria Police Colac, VicRoads and the Colac                                            |

| <i><b>ACTIONS</b></i>                                    | <i><b>STATUS</b></i> | <i><b>%<br/>COMPLETION</b></i> | <i><b>PROGRESS COMMENTS</b></i>                                                                                                                                                                                                                                                                                        |
|----------------------------------------------------------|----------------------|--------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                          |                      |                                | Community Road Safety Council for comment, prior to being presented to Council.                                                                                                                                                                                                                                        |
| Undertake a Parking Study for the township of Wye River. | In Progress          | 70%                            | Two streets with parking issues in Wye River have been treated through the installation of a yellow "No Stopping" edge line to restrict parking to one side of the street. This has been applied to both Morley Avenue and The Boulevard and this treatment is being monitored for its effectiveness.                  |
| Implement the Cressy Shelford Road Rehabilitation Plan.  | In Progress          | 50%                            | Actions associated with the rehabilitation plan are progressing. Construction of part of the fire access track has been completed. Weed management has been undertaken along the track during November 2013 and further targeted weed control will be undertaken in autumn 2014. Monitoring plots are being installed? |

#### ***Other Highlights for the Period***

- **Old Beech Forest Road Landslip** - Preliminary investigation for the landslip at Old Beech Forest Road, Wimba, has been completed and a design to remediate the slip is being developed. Remediation is expected to take the form of lowering the existing road and minor realignment away from the slip. Traffic management is in place to ensure that public safety is maintained. The slip is monitored on a regular basis for any signs of further distress or deterioration. It is expected that remediation will take place early in 2014.
- **Colac Aerodrome Upgrade** - Funding of \$182,000 has been received from the State Government to seal the Colac Aerodrome. Survey for the upgrade has been completed, and a design has been developed for use in tender documents. Construction is expected over the summer period.

#### **SUSTAINABLE ASSETS**

| <i><b>ACTIONS</b></i>                                                                                   | <i><b>STATUS</b></i> | <i><b>%<br/>COMPLETION</b></i> | <i><b>PROGRESS COMMENTS</b></i>                                                                                                               |
|---------------------------------------------------------------------------------------------------------|----------------------|--------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|
| Work with the Finance Unit to complete Stage 1 of the Authority Asset Management Module implementation. | In Progress          | 25%                            | This project has commenced and involves the consolidation of Council's disparate sources of asset information into a single asset register. A |

| <b>ACTIONS</b>                                                                                                                                                  | <b>STATUS</b> | <b>%<br/>COMPLETION</b> | <b>PROGRESS COMMENTS</b>                                                                                                                                                                                                                      |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                 |               |                         | number of workshops involving key staff have occurred through which the new data structures are being developed which will provide the basis of monitoring and reporting on the performance of Council's various asset types.                 |
| Asbestos Register Update.                                                                                                                                       | In Progress   | 5%                      | A consultancy brief is being developed for a review of Council's existing Asbestos Register                                                                                                                                                   |
| Review annual budget requirements for renewal program and present to Exec as part of the budget process and incorporate into long term and capital works plans. | In Progress   | 15%                     | Modelling of future asset renewal demands are being finalised in preparation for the planning of the 2014/15 budget.                                                                                                                          |
| Monitor the performance and condition of Council's various asset types through programmed inspections and data collection.                                      | In Progress   | 25%                     | Quotations are presently being sought for a condition survey of Council's footpath network. This will provide up to date condition information which will be used to develop Council's annual footpath replacement programme.                 |
| Develop long term asset renewal funding plan for Council buildings.                                                                                             | In Progress   | 5%                      | Proposals from suitably qualified consultants are being obtained to commence condition inspections of key Council buildings.                                                                                                                  |
| Community infrastructure and asset renewal plan.                                                                                                                | In Progress   | 40%                     | Draft Asset Management Plans for all of Council's infrastructure asset categories including; roads; bridges; parks & gardens; footpaths, buildings have been finalised. It is hoped to present these to Council in the new year for adoption. |
| Complete road and footpath network inspections to meet frequencies prescribed by Council's Road Management Plan.                                                | In Progress   | 33%                     | All routine road and footpath inspections have been completed as required for October 2013. Areas or road categories inspected over this period include; Council's Link Roads, and access roads with coastal townships.                       |

| <b>ACTIONS</b>                                                                                             | <b>STATUS</b> | <b>%<br/>COMPLETION</b> | <b>PROGRESS COMMENTS</b>                                                                                                                                                                                                                                                                                                                         |
|------------------------------------------------------------------------------------------------------------|---------------|-------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Implement the 2013/14 Kerb & Channel Renewal Programme.                                                    | In Progress   | 5%                      | A draft programme has been developed and is being reviewed by Council officers prior to finalisation.                                                                                                                                                                                                                                            |
| Manage building maintenance programme to address programmed and reactive maintenance needs.                | In Progress   | 33%                     | The majority of building maintenance works completed over the last month have been routine in nature to ensure the safety and operation of Council's various facilities.                                                                                                                                                                         |
| Coordinate inspections and reporting of Essential Safety Measures relating to nominated Council buildings. | In Progress   | 10%                     | A tender brief is in development for delivery of inspection services by external contractors.                                                                                                                                                                                                                                                    |
| Footpath Renewal Program                                                                                   | In Progress   | 60%                     | Work on this year's programme is well underway with over 60% of planned works being completed to date. Sections of footpath in Manifold Street and Calvert Street have recently been replaced.                                                                                                                                                   |
| Annual Road Resealing Program                                                                              | In Progress   | 25%                     | The tender for this year's sealing programme was awarded by Council at its October 2013 Council meeting. It is anticipated that the successful contractor will commence works in December 2013 however this will be very dependent on favourable weather conditions.                                                                             |
| Bridge Reconstruction Program                                                                              | In Progress   | 5%                      | The replacement of Lyness Access bridge, Carlisle River is presently at tender stage. Quotations for consultancy services to prepare a remediation plan for the Sand Road Bridge, Glenaire are presently being sought. Both of these projects are being completed under Council's \$1M allocation from the Country Roads and Bridges Initiative. |

| ACTIONS                  | STATUS      | %<br>COMPLETION | PROGRESS COMMENTS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|--------------------------|-------------|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Building Renewal Program | In Progress | 25%             | Replacement of the roof to the Carlisle River Recreation Reserve clubrooms is nearing completion. The design for the refurbishment of the Larpet Hall kitchen has been discussed and endorsed by the Committee of Management for the Hall. Quotes for these works will be sourced in the near future. Erection of fall prevention systems on the Rae Street office, Pound Road depot office, and the Apollo Bay office has been awarded to Anchor Point Engineering. It is anticipated that works will be completed before the end of this year. |

#### ***Other Highlights For The Period***

- Bluewater Fitness Centre Redevelopment** - Council officers have recently met with both the successful Contractor, BDH, and the design team in order to finalise the scope of works, including areas of potential cost savings prior to signing of Contracts. Onsite works are expected to commence by the end of November 2013. Dry programmes and gym facilities have been relocated to the Colac Youth and Recreation Centre. This has required some minor alterations to the existing building including the repurposing of a commercial split system from BWFC.
- Pirron Yallock Recreation Reserve Clubrooms** - Council has recently finalised the purchase of a modular building from the Metropolitan Golf Club. This is to be utilised as new clubrooms at the Pirron Yallock Recreation Reserve. Final details are being confirmed for issuing of a building permit. Transportation of the building is being arranged with delivery to the Reserve expected by early December 2013. The new building will need to be connected to existing services and access and egress will need to be constructed to suit site conditions. These works will follow shortly after delivering the building to site, with the building expected to be available to the users of the Reserve early in the new year.
- Potable Water Treatment Systems** - Council officers are presently working in conjunction with consultants to design a series of alternatives for the treatment of harvested stormwater at Council buildings which are not connected to a mains water supply. This will bring Council's remote facilities in line with best practice guidelines associated with the provision of potable water at community facilities. This first stage involves the design of appropriate systems and does not include any onsite works. This will be subject to funding by Council in future years.

## MAJOR CONTRACTS

### Recycling Audit

SKM contractors carried out contamination audits of domestic recycling collection in January 2013 which showed Colac Otway Shire Council's recycling to have contamination rates of around 14%. These audits did not however identify what the specific contaminants were. This level of contamination reduced the level of income received by Council for recycling materials.

Council's Waste Management officer contracted Tandem Solutions to carry out an additional independent audit of the recycling being sent to SKM Recyclers in July 2013. These audits were conducted in the first week of September 2013 and included kerbside recycling and recycling received at the Alvie, Birregurra, and Apollo Bay transfer stations.

Both a sample and visual audit were carried out by Council contractors in September 2013. The audits were carried out to:

- Provide information on the amount of contamination in the recycling for contractual purposes; and
- Provide information on contaminants which could provide Council with a focus on where educational programs needed to be targeted.

Based on the results of these audits the average contamination rates detected were (for each audit type):

- Sample physical audit – 8% by weight (required for contract) or 10% by volume; and
- Vehicle visual audit – 13% by volume.

The main contaminates in the sample physical audits were:

- Plastic bags with recyclables;
- General waste in bags;
- Textiles;
- Green waste; and
- Whitegoods.

The contaminants identified in the visual audits were predominantly:

- Textiles;
- Plastic bags with recyclables;
- General waste in bags; and
- Polystyrene.

Plastic bags and cardboard boxes that contained recyclables were considered contaminants as these bags are not opened by recycling facility staff and the cardboard boxes can contain glass, plastic and other recyclables that cannot be separated into the paper/cardboard stream.

The results of this subsequent audit have resulted in Council receiving an additional \$12 per tonne for recycling material processed at the SKM processing facility. The findings can also be used to better target education programmes.

**Detox Your Home**

Held on 12 October 2013 at the Colac Livestock Selling Centre, this event was held as a regional collection for residents of the Colac Otway, Corangamite, and Surf Coast Shires. This year the format changed and residents were requested to register prior to the day, 40 registrations were received with 40 attendees (34 from Colac Otway Shire).

Most importantly, 1,906 kilograms of household chemical products will now be recycled for recovery and diversion from landfill. Sustainability Victoria has advised that this chemical collection will become an annual event.

Points of note were:

- Residents dropped off an average of 47.5 kilograms per person.
- About half the respondents were first time users of the service.
- The highest volume of products collected were paint, hydrocarbons, oil and compressed gases.
- Most residents came from Colac Otway Shire, followed by Corangamite Shire.
- More than two thirds of residents found out about the collection through the newspaper.

**Garage Sale Trail**

The Garage Sale Trail was held nationwide on 26 October 2013 with six garage sales registering in Colac on the website. This was the first year of promoting the garage trail in Colac and met the target set by Barwon Regional Waste Management Group which aimed to get six sales for Colac Otway Shire.

**Tenders**

Tenders opened since the last reporting period:

- 1310 – Old Beechy Rail Trail Construction – Beech Forrest to Ferguson
- 1323 – Bituminous Sealing Works
- 1332 – Consultancy Services – Bruce Street Landfill Monitoring & Feasibility Study

Tenders awarded since the last reporting period:

- 1322 – Bluewater Fitness Centre Redevelopment – to BDH Constructions Pty Ltd
- 1323 – Bituminous Sealing Works – to Inroads Pty Ltd
- 1329 – Supply & Deliver Tow Behind Work Broom – to Sewell Sweepers

Tenders advertised since the last reporting period:

- 1332 – Consultancy Services – Bruce Street Landfill Monitoring & Feasibility Study, closed 13 November 2013
- 1330 – Design & Construct - Lyness Road Bridge, closed 20 November 2013
- 1331 – Engineering Design Services – Sand Road Bridge Rehabilitation, closing 27 November 2013
- 1321 – Construction of Footpath – Grant Street, Forrest, closing 11 December 2013

**Subdivision Works**

The following table shows the current status of various subdivisional works which will be handed over to Council when completion is approved:



| Subdivision                                        | Status                                                                                                                                                                                               |
|----------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Apollo Bay Industrial Estate Stage (19 Lots)       | A certificate of compliance has been issued and outstanding works guaranteed with a security bond. Fill to lots is continuing with surface drainage, landscaping and some ancillary works remaining. |
| Subdivision                                        | Status                                                                                                                                                                                               |
| 202A Pound Road Stage 2 (13 Lots)                  | Civil works have been completed for this subdivision stage. A certificate of compliance is expected to be issued in November.                                                                        |
| Mingawalla Road, Beeac Stage 3 (Reserve & 21 Lots) | Contractors have completed shoulder sealing on the main road as required by Vicroads. All works are now complete for a certificate of compliance to be issued.                                       |

### Colac Livestock Selling Centre Roof Construction

Construction works during November 2013 has seen the erection of the frame for stage one which includes galvanised steel columns, trusses and other roofing components.

Steel cattle railing and concrete reinstatement in the yards is occurring to enable works for stage two to be undertaken while the Colac Livestock Selling Centre continues to operate. Roofing cladding will be installed once all framing works are finished in stage two. This project is programmed to be completed by March 2014.



### Annual Bituminous Spray Sealing Works

Council engaged Inroads Pty Ltd to undertake bituminous sealing works for this year. The contractor is planning to commence spray sealing of our local roads within a few weeks but this will depend on suitable weather conditions prevailing.

### Alvie Landfill Rehabilitation Plan

A rehabilitation plan is currently being prepared for the Alvie Landfill site. The site is scheduled to be rehabilitated around 2022/23 as per Council's Closed Landfill Rehabilitation Programme. The development of the rehabilitation plan has been brought forward with an aim to implement a progressive rehabilitation program in order to minimise the impact to Council's budget. The plan will consider the possible use of Council's organic waste in carrying out the rehabilitation works. Preliminary discussions with the design engineer indicate that a clay pad will need to be constructed prior to dispersing any organic waste over the landfill surface. The rehabilitation plan once prepared will be forwarded to the Environment Protection Agency (EPA) for examination and approval.

### Design and Construction of Dredge

The design and construction of a dredge for the Port of Apollo Bay is progressing satisfactorily at the appointed contractors Port Macquarie facility. To date all aspects of the

final design have been approved by Road and Maritime Services (RMS) NSW who are the marine survey Authority in the State of New South Wales. Approvals are required to be issued by RMS as the vessel is being constructed within the State of NSW. Design and construction of the dredge is required to meet National Standards. Certain design details are being checked by Council in greater detail as part of due diligence for ensuring efficient and safe dredging operations at the Port of Apollo Bay. So far the following key works have been completed:

- 50% of the steel has been purchased by the contractor and brought to the construction site for construction of the hull and main deck
- Fuel tanks have been constructed and pressure tested
- All frames have been prefabricated in readiness for erection.

There is a lead time for receiving certain machinery components. The project is due to achieve practical completion by mid-2014.

### **COSWORKS**

Works undertaken by Cosworks during the past month are as follows.

#### **Minor Patching**

Minor patching works are ongoing on sealed road repairs to keep up with potholes and edge breaks. This activity has concentrated on roads within the Apollo Bay and Coastal townships and Northern parts of the shire.

#### **Road Regrading**

Road regrading has been reduced due to ongoing wet weather which has made gravel roads extremely soft. Regrading will increase when conditions improve and are less likely to damage already soft pavements.

#### **Routine Drainage Works**

Routine Drainage works are ongoing in the areas of Gellibrand and Apollo Bay.

#### **Major Patching Works**

Major patching works were completed on Murray Square, Murray Street, Scenic Drive and Costin Street in Apollo Bay.

#### **Major Drainage Works**

Major drainage works have been completed on all roads contained within this year's sealing programme.

#### **Reseal Aggregate**

Reseal aggregate cartage is nearing completion in anticipation for sealing works to commence in early December 2013.

#### **Roadside Slashing**

The roadside slashing programme is underway. This year's programme has been hampered slightly due to wet ground conditions however Council's work crews are working diligently to bring the abundant spring growth across all areas of the shire under control. Slashing in the Swan Marsh area is nearing completion. Tractors are now heading towards the North West part of the Shire. Slashing has also commenced in the south east area heading towards Birregurra, utilising hire plant to compliment Council's own slashers.

#### **Sport Ovals**

Mowing of sports ovals is being completed as weather permits.

**Tree Maintenance**

Tree maintenance works are ongoing, concentrating on roads to be resealed this year.

**Bridge Maintenance**

Minor bridge maintenance works are being completed based on routine bridge inspections.

**Township Mowing**

Township mowing is ongoing in the Apollo Bay and Gellibrand areas. Mowing is also being undertaken in Colac.

**Sealed Road Reconstruction Programme**

Reconstruction of a 1.6km section of Warrowie Road was completed during the week ending 22 November 2013. Rehabilitation of a second length of Weering School Road was started the week commencing 25 November 2013 and follows on from the first stage of works which was undertaken in 2012/13. Division Road drainage works were completed the week ending 22 November 2013. This is in preparation for reconstruction works which are planned to start in February 2014.

**SUSTAINABLE PLANNING and DEVELOPMENT****Planning & Building****Amendment C73 (Apollo Bay Harbour Master Plan)**

The public exhibition period for Planning Scheme Amendment C73 finished on 30 October 2013. Amendment C73 is intended to introduce planning controls which give effect to the latest Apollo Bay Harbour Master Plan 2013. 24 submissions have been received, including those from referral agencies. A meeting with submitters was held at the Apollo Bay Hotel on Monday 25 November 2013 at 5pm to discuss the amendment and issues raised in submissions. This will be followed by a workshop with Council and a report to the December 2013 Council meeting requesting that submissions be referred to a Panel for consideration.

**Development of Bushfire Local Planning Policy**

The consultant has prepared an early draft of the report for this project, and has met with the CFA and other stakeholders at a recent Project Steering Committee. The CFA is undertaking some on-ground truthing of the bushfire assessments for the eight towns being examined in the project before finalising its feedback on the report. It is anticipated that the draft report will be finalised and presented to Council at the December 2013 meeting seeking endorsement to go out for Community consultation.

**Development Plans for Colac Residential Areas**

With financial assistance from the State Government Rural Planning Flying Squad funding program, consultant firm 'Mesh Planning' is currently preparing draft Development Plans for three priority sites in Colac covered by the existing Development Plan Overlay (DPO2) planning control. Currently, proposed subdivision of the remaining undeveloped lots in these areas requires a development plan to be submitted with all planning applications which is often too costly for the landholder to provide. The draft development plans for each of the three precincts, when completed, will be exhibited for public comment.

**Amendment C76 (Birregurra Structure Plan & Neighbourhood Character Study)**

Amendment C76 is currently on public exhibition. The amendment implements both the Birregurra Structure Plan 2013 and the Birregurra Neighbourhood Character Study 2012. A community information session was conducted on 21 November 2013 at the Birregurra Community Health Centre where the contents of the amendment were presented and

Council officers were available to answer any questions. Written submissions must be submitted by 13 December 2013.

**Amendment C74 (Apollo Bay Settlement Boundary Review)**

With the financial assistance of the State Government Rural Planning Flying Squad, a consultant planner is currently finalising an amendment to implement the recommendations of the Apollo Bay Settlement Boundary and Urban Design Review, adopted by Council in 2012. The amendment will include changes to the Municipal Strategic Statement to reflect the new town boundary recommended in the Study, which includes land up to Wild Dog Creek, and will make adjustments to the existing Design and Development Overlays applying within the town. Following Council's resolution at its September 2013 meeting, a rezoning of the Rural Conservation zoned land between Pisces Caravan Park and Wild Dog Creek to a residential zone will also be incorporated into the amendment, along with amendments to the planning controls applying to the Marriners Vue land. The amendment will be placed on exhibition early in 2014.

**Economic Development****Business Development**

Councillors and Council staff attended the annual Powercor Colac Otway Business Awards on 19 October 2013 to celebrate business success within the Shire. The Business Awards continues to be successful with a high number of attendees acknowledging the great work of our local businesses over the past 12 months. The Business Awards are a major event for the Shire and congratulations to Otway Business Inc. for the coordination of the event.

The Spring Side Walk Sale was held on 19 October 2013 and was rated as a success. Council partnered with Ace Radio and Otway Business Inc. to hold the side walk sale the day of the Business Awards to promote a buy local event and to extend the celebration of local business. Over 65% of businesses stated that they received above average sales on the day of the side walk sale with over 60% stating that they extended their operating hours for the sale.

**Regional Tourism Board**

The Interim Great Ocean Road Regional Tourism Board is currently in the process of establishing the inaugural GORRT Board of five Council appointed directors and five industry/skilled directors and an independent Executive Chairman. The Board positions have been advertised in local regional media. The Interim Board aims to have the GORRT Board appointed by 1 January 2014. Wayne Kayler-Thomson, Chairman of the Interim GORRT Board, has written to Otways Tourism members informing them of the latest and future industry developments.

A transition plan has been put in place to continue the current programs underway, establish resources and to guide operations. Council officers along with staff from Surf Coast Shire and Shipwreck Coast Marketing have formed a transition plan working group. The working group will assist with the Strategic Business Plans content and continue regional tactical marketing activities.

One of the current tactical marketing projects involves developing one Official Visitors Guide (OVG) for Surf Coast, Otways and 12 Apostles and Surrounds to the Bay of Islands under the title of Great Ocean Road (GOR). Traditionally this area had three separate OVG's. This year the GOR OVG will be produced in print and also web ready formats.

The 'Love Our Region' campaign now has 499 members and is close to reaching the 2013/14 target of 500 members. A review of the Winter campaign, indicated:

- that locals want offers from attractions and restaurants;
- the email newsletter format needs to be restructured;
- further education of tourism operator staff on the program and effectively track their redemptions and the 'Love Our Region' newsletter to be sent three times per year, during off peak periods.

The remodeled Spring 'Love Our Region' email newsletter was sent on the 22 October 2013 and featured 15 Offers and 9 Accommodation packages. To date, the Spring 'Love Our Region' campaign newsletter was received by 586 recipients and had an open up rate of 44.7% which is a high opening percentage for an email newsletter.

Tourism Victoria, in partnership with the CFA, has produced a new toolkit to assist tourism businesses prepare for bushfires Tourism Business Fire Ready Kit. The kit helps business owners to develop a fire plan to suit their business, identify risks, prepare and inform employees and customers. *The Tourism Business Fire Ready Kit* can be downloaded at [cfa.vic.gov.au/tourism](http://cfa.vic.gov.au/tourism).

The kit will also be available at upcoming Victorian tourism events. Council is currently assisting with the coordination of a forum to be held on 28 November 2013 in Lorne with Craig Lapsley, Victorian Fire Services Commissioner, presenting on bushfire preparedness.

The 30<sup>th</sup> Great Victorian Bike Ride is travelling through South West Victoria between 23 November 2013 and 1 December 2013. For the first time the ride started in South Australia travelling through Mount Gambier, along the Shipwreck Coast, the Great Ocean Road and into the Otway Ranges. The event will pass through the Colac Otway Shire on 28 and 29 November 2013. Council will be manning promotional displays at the Gellibrand and Birregurra event expo's.

## **Tourism**

### **Colac Visitor Information Centre**

Colac Visitor Information Centre assisted 3,248 customers over the month of October 2013. International visitor trends have shown more travellers arriving from the UK and Singapore, while interstate trends indicate more travellers have been coming from South Australia and New South Wales. Melbourne continues to be our largest domestic market. These visitors are predominately travelling for the day and seeking advice on areas such as the 12 Apostles and quickest travel routes.

The Colac Railway Station Information While You Wait outlet has been extremely popular with volunteers restocking brochures at this display weekly. A display has also been set up at the Colac Library.

Council continues to work closely with the new Camperdown Visitor Information Centre volunteer team. Colac Visitor Centre staff are working to ensure that the centre is prepared for the upcoming fire season due to the number of visitors entering the region during this time. The centre welcomed two new volunteers and Bluewater Fitness Centre staff.

### **Great Ocean Road Visitor Information Centre**

The Great Ocean Road Visitor Information Centre had a total of 12,534 visitors in October 2013, a 4% increase on the previous year. Phone calls to the centre were down by 6% with the majority of enquiries being for accommodation followed by general enquiries such as transport and attractions.

Visitation has been steady throughout the month with a high number of international visitors travelling from the UK, USA and China. Interstate visitation has also been high with the majority visiting from New South Wales, Queensland and South Australia.

The centre recently commenced booking tickets for the Otway Fly Tree Top Adventure's Zip Line Tour which have been popular amongst visitors. Overall general attraction ticket sales have been down compared to the previous year (Otway Fly 40%, Cape Otway Lightstation 8%).

The centre welcomed Bluewater Fitness Centre staff.

### **Forrest Mountain Bike Strategy**

Consultant Thompson Berrill has provided a draft Survey to Council staff that are currently on the Steering Group, to obtain their feedback prior to distributing the final survey to community members and agencies. Thompson Berrill has been on site to discuss the Yaugher Road trails and held a meeting with Department of Environment & Primary Industry and Council staff.

### **Tourism Signage**

The draft Tourism Directional Signing Policy was exhibited for six (6) weeks from 25 September 2013 through to 6 November 2013. No submissions have been received. The draft Tourism Directional Signage Policy will be presented to Council for adoption at the November meeting. General enquiries have been received from new and existing business owners in relation to directional tourism signage in Birregurra, Apollo Bay and Lavers Hill and Cressy.

### **Advancing Country Towns (ACT)**

A draft survey has been developed by consultants Grant Thornton for the Skills Audit and Enterprise Level Workforce Development Plans. The draft survey has been sent to the Steering Group members for feedback before the final survey is sent to key stakeholders as well as business and community members.

### **Environment & Community Safety**

#### **Fire Inspections have started**

Over 6,000 Fire Inspection Courtesy letters were sent out in October 2013 to advise landholders of their responsibilities for maintaining their property to prevent fires. Inspections started in early November even though the Fire Danger Period (FDP) does not commence until 1 December which is one month later than last year. This change to the FDP start date has been brought in by the CFA to allow people in rural areas to burn off without a permit for an extra month.

Council's inspections process is a separate initiative, focused on preventing fires by ensuring people maintain their properties to a suitable standard. The inspections had to start in November 2013 to allow enough time for people to organise contractors to clean up their property before we reach the hottest time of the year. Although this is explained in the courtesy letter, media releases have also been issued to emphasise the distinction between the two processes and the fact that inspections will start in November and the FDP starts on 1 December 2013.

If people have any questions about what to do or reasons for delay they need to contact Council and talk to Council's new Municipal Fire Prevention Officer. If the necessary works are not undertaken in a timely manner a fire prevention notice will be issued to the landowner. If this notice is not complied with a fine will be issued and contractors sent in to clean up the property. The fine for not complying with a fire prevention notice is \$1,444.

**Lake Colac**

Fisheries Victoria has indicated that they will restock Lake Colac with Estuary Perch in early 2014. This is a very positive development but it hinges on the water level being sufficient to be sure that the fish have a good chance of survival. Estuary Perch are a native fish that will also be attractive to recreational fisherman.

The current water level of the lake would be sufficient but we will need to still have a reasonable amount of water in the lake after summer to enable the fish to be released. Recent rain has ensured that the water level in the lake will not drop to extremely low levels this summer but if it is a very hot and dry season it may delay the release of the fish.

**Victorian Adaptation and Sustainability Partnership 2013**

Colac Otway Shire has been successful in obtaining \$440,000 through the State Government's Victorian Adaptation and Sustainability Partnership Program. Council applied for two \$200,000 grants on behalf of Councils from the G21 and Great South Coast regions to build on the Climate Resilient Communities (CRC) of the Barwon South West Project.

The extra \$400,000 will support Councils within the G21 and Great South Coast regions to implement high priority regional projects that will assist them to adapt to future extreme weather events. Council was also successful in obtaining another \$40,000 to help embed climate adaptation planning into existing projects, programmes and processes.

**Attachments**

Nil

**Recommendation(s)**

***That Council notes the CEO's Progress Report to Council.***

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CORPORATE AND COMMUNITY SERVICES

| ITEM | |
|--------------------------|--|
| <u>OM132711-3</u> | <u>NEW COUNCIL POLICY</u> |
| <u>OM132711-4</u> | <u>REVISED INSTRUMENT OF DELEGATION OLD BEECHY RAIL
TRAIL</u> |
| <u>OM132711-5</u> | <u>LICENCE TO OCCUPY CROWN LAND - BIRREGURRA GOLF CLUB</u> |
| <u>OM132711-6</u> | <u>S86 COMMITTEE OF MANAGEMENT</u> |

OM132711-3**NEW COUNCIL POLICY**

| | | | |
|-------------|--------------------------------|-----------|-----------|
| AUTHOR: | Colin Hayman | ENDORSED: | Rob Small |
| DEPARTMENT: | Corporate & Community Services | FILE REF: | 11/96037 |

Purpose

The purpose of this report is to seek Council endorsement of the Policy No. 12.7 – Events.

Declaration of Interests

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

Background

As part of the review of Council Policies a new policy has been developed for Events to address issues that have been raised through various forums and/or processes.

In the process of developing the General Local Law - Local Law 2, the need for additional documentation was recognised. As part of the discussion it was indicated that an Events Policy would be developed to address the concerns that were raised.

Council Plan / Other Strategies / Policy**Good Governance**

Means we care about and are responsive to the community, encourage democratic participation and involve people in decisions that affect them. We strive for excellence in financial management and council services, and always look for better ways to do things.

Our Goal:

Ensure transparency of governance practices, the capability of our organisation and effective resource management.

Issues / Options

As a result of issues that have been raised internally as a result of community feedback or the need to put in place a policy direction, a new policy has been developed.

Policy No. 12.7 – Events

As part of the development of Local Law 2, the need for additional documentation was recognised. As part of the discussion it was indicated that an Events Policy would be developed to address the concerns that were raised.

The policy defines Council's role in supporting, managing and evaluating events. It outlines the process for communicating about events and for determining the level of Council support. The policy is designed to support the Local Law for events by providing a framework for the operations of Council in relation to events.

Council is committed to ensuring that events are run safely and all compliance requirements are met, whilst minimising negative impacts upon the community. Council assists with education and skill development for event organisers, many of whom are volunteers.

The objectives of the draft Events Policy are to:

- a. Promote and encourage events in the Colac Otway Shire which enhance the resident, participant and visitor experience.
- b. Set principles for determining the level of Council support for events.
- c. Ensure that risks are minimised and there is compliance with regulatory requirements during events.
- d. Provide a framework for the approval, communication and evaluation of events.

There are three options being presented:

- | | |
|----------|--|
| Option 1 | Adopt the Draft Policy |
| Option 2 | Endorse the Draft Policy and seek public comment for a period not less than six (6) weeks. |
| Option 3 | Not endorse the Draft Policy. |

Option 2 is the preferred option as it has been indicated to groups and organisers that they would have an opportunity to provide further comment on the Draft Policy.

Proposal

It is proposed that Council endorses the Draft Policy No. 12.7 – Events and seeks comments over at least a 6 week period.

Financial and Other Resource Implications

There are no additional financial and other resource implications.

Risk Management & Compliance Issues

The policy addresses issues with respect to risk management and compliance.

Environmental and Climate Change Considerations

Not applicable.

Community Engagement

The community engagement strategy follows the recommendations of the Colac Otway Shire Council Community Engagement Policy of January 2010, which details five levels of engagement – inform, consult, involve, collaborate and empower.

The method selected to date has been to involve the appropriate staff in the development of the draft policy.

A copy of the draft policy was forwarded to various groups and individuals seeking initial comments on the policy prior to making the policy available during the consultation phase.

Three responses were received which have not resulted in any changes to the draft, but were in relation to the attachment - Festival & Events Support Scheme Application guidelines.

As a result of the feedback the guidelines are no longer attached to the policy, as they are not seen as necessary. The comments received will be taken into account during the next review of the guidelines.

Implementation

Once Policy No. 12.7 – Events is endorsed a consultation process will commence. Due to the Christmas/New Year period the period for consultation will be extended. Council will advertise the Policy for consultation on the 6 December 2013 and extend the period for comments until Friday 31 January 2014 (8 weeks).

Conclusion

The policy addresses issues that have been raised by staff, Council and/or the community and has put in place processes that provide a clear guideline for Council.

Attachments

1. Events Policy No 12.7

Recommendation(s)

That Council endorses Policy No. 12.7 – Events for release for community consultation for a period of 8 weeks – 6 December 2013 to 31 January 2014.

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**OM132711-4****REVISED INSTRUMENT OF DELEGATION OLD BEECHY  
RAIL TRAIL**

|             |                                |           |              |
|-------------|--------------------------------|-----------|--------------|
| AUTHOR:     | Jodie Fincham                  | ENDORSED: | Colin Hayman |
| DEPARTMENT: | Corporate & Community Services | FILE REF: | F11/3291     |

**Purpose**

The purpose of this report is for Council to endorse the revised Instrument of Delegation for the Old Beechy Rail Trail Committee.

**Declaration of Interests**

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

**Background**

The Instrument of Delegation for the Old Beechy Rail Trail was signed and sealed at the Council meeting held 24 July 2013.

At this time it was resolved that Committee membership may consist of:

- 2.3.1 two representatives from each of:
  - Gellibrand/Kawarren Progression Association;
  - Beech Forest Progress Association;
  - Lavers Hill & District Progress Association;
  - the Colac area; and
  - Council (one Councillor and one member of Council staff); and
- 2.3.2 one representative from each of:
  - Midway Plantations;
  - Parks Victoria;
  - Department of Environment and Primary Industries (DEPI);
  - Otway Scenic Circle Association;
  - Landowner ;
  - Friends of the Old Beechy Rail Trail; and
  - User groups such as walking and cycling groups.

Since this time, membership of the Gellibrand/Kawarren Progress Association has dwindled which has resulted in several meetings of the Association being cancelled due to failure to achieve a quorum. It was also felt by some committee members that the bulk of the original aims of the Association had been completed successfully. The committee has therefore decided to disband the Gellibrand/Kawarren Progress Association after eighteen years of operation.

**Council Plan / Other Strategies / Policy****Good Governance**

Means we care about and are responsive to the community, encourage democratic participation and involve people in decisions that affect them. We strive for excellence in financial management and council services, and always look for better ways to do things.

*Our Goal:*

Ensure transparency of governance practices, the capability of our organisation and effective resource management.

**Issues / Options**

Following the decision of the Gellibrand/Kawarren Progress Association to disband, it is no longer appropriate to include reference to membership of this group in the Instrument of Delegation for the Old Beechy Rail Trail.

It is suggested that a revision be made to the Instrument to reflect this change and amend the Instrument to read as follows:

**2.3.1 two representatives from each of:**

- Gellibrand/Kawarren area;
- Beech Forest Progress Association;
- Lavers Hill & District Progress Association;
- the Colac area; and
- Council (one Councillor and one member of Council staff)

**Proposal**

That Council resolve to sign and seal the revised Instrument of Delegation for the Old Beechy Rail Trail.

**Financial and Other Resource Implications**

There are no additional costs relating to this item.

**Risk Management & Compliance Issues**

Risk management documentation is provided to each of the committee to assist them in the management of a facility.

A Risk Assessment report is required prior to the Committee authorising vehicles and the conduct of special events on the Old Beechy Rail trail.

**Environmental and Climate Change Considerations**

There are no Environmental considerations applicable.

**Community Engagement**

The community engagement strategy follows the recommendations of the Colac Otway Shire Council Community Engagement Policy of January 2010, which details five levels of engagement – inform, consult, involve, collaborate and empower.

The method selected would be inform as members of the Rail Trail Committee will be advised of the proposed minor change to the document.

**Implementation**

Once the Instrument of Delegation has been signed and sealed, an updated copy will be included in the register that is required to be kept and a copy forwarded to the Old Beechy Rail Trail Committee.

**Conclusion**

The Old Beechy Rail Trail Committee provides a valuable service for the community and assists Council in managing and monitoring an important community asset.



**Attachments**

1. Instrument of Delegation - Old Beechy Rail Trail

**Recommendation(s)**

***That Council endorses the revised Instrument of Delegation for the Old Beechy Rail Trail.***

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OM132711-5**LICENCE TO OCCUPY CROWN LAND - BIRREGURRA GOLF CLUB**

| | | | |
|-------------|--------------------------------|-----------|--------------|
| AUTHOR: | Paul Carmichael | ENDORSED: | Colin Hayman |
| DEPARTMENT: | Corporate & Community Services | FILE REF: | F11/3291 |

Purpose

The purpose of this report is to obtain Council's consent to the granting of a Licence to the Birregurra Golf Club to occupy the land used as the Birregurra Golf Course.

Declaration of Interests

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

Background

The Birregurra Golf Club currently occupies the Birregurra golf course land without a formal tenure agreement being in place. The golf course land, located on the eastern side of the Birregurra township is Crown Land which is managed by Council as Committee of Management. It is described as Crown Allotments 6, 7 and 8 Section Q, Township of Birregurra.

Following concerns expressed by the Golf Club at the lack of a tenure agreement, Council officers considered Council's role with this land given the Golf Club maintained the golf course and were the principal user of the land. It seemed more appropriate for the Golf Club to be the Committee of Management rather than Council.

This was considered the best approach as:

- it provided security of tenure for the golf club
- it provided the golf club with a direct relationship with the Crown (removing Council as an unnecessary third party)
- it was a financial benefit to the club as it would not have to pay an occupancy fee to Council to cover Council's costs of administering the land.

Whilst the Golf Club were agreeable to this, the Department of Environment & Primary Industries (DEPI) were reluctant to adopt this approach and recommended Council remain as Committee of Management.

Part of the reason for DEPI wanting Council to remain as Committee of Management is that it will ensure a small section of the Crown land abutting Main Street (on the western side of the river) identified as RS 3080 will continue to be maintained by Council, at its cost. This land, being 1.048 ha in area, is included in the Crown Land reserve but is not used by the golf club and would not have been maintained by them.

Council Plan / Other Strategies / Policy***A Place to Live and Grow***

Is a community where people feel cared for and supported; where buildings and spaces facilitate creativity, social activity and enrichment of life, and people have access to gain the skills and education needed to reach their potential.

Our Goal:

Improve access to buildings, spaces, services and education to support and enable quality of life.

Issues / Options

Whilst the preferred option was for the Golf Club to become the Committee of Management of the golf course land, given DEPI's intransigence, it was decided it was best for Council to continue in this role.

Proposal

It is proposed to grant the Birregurra Golf Club with a Licence to occupy Crown Allotments 6, 7 and 8, Section Q in the Township of Birregurra in accordance with the provisions of section 17B of the *Crown Land (Reserves) Act 1978*. Under this provision, Council may, with the consent of the relevant Minister, grant a Licence for a period not exceeding ten years.

The Licence would formalise the existing occupancy arrangement for the Golf Club and provide them with security of tenure.

It is proposed to request the Minister's consent to the granting of a licence to the Birregurra Golf Club to occupy this land for a period of ten years. Given this action was the recommendation of the DEPI, it is considered unlikely the Minister's consent would be withheld.

It is proposed the licence fee would be a peppercorn amount (eg: \$1.00), which is consistent with other golf clubs throughout the shire. The club would however be required to pay any Fire Services Property Levy that may be applicable.

Financial and Other Resource Implications

There are minimal ongoing financial implications as the golf course is maintained by the golf club. Council will continue its current maintenance of the walking track along the western perimeter of the course and the small portion of reserve to the north of the golf course (ie: RS3080).

In the medium term there is likely to be a need to remove pine trees located along the western boundary of the golf course. These trees are getting to an age where they are likely to become a hazard. It is likely Council would have to bear all or some of the cost of this.

Risk Management & Compliance Issues

In the medium term there is likely to be a need to remove pine trees located along the western boundary of the golf course. These trees are getting to an age where they are likely to become a hazard.

The proposed action complies with the provisions of section 17B of the *Crown Land (Reserves) Act 1978*.

Environmental and Climate Change Considerations

There are no environmental or climate change considerations.

Community Engagement

The community engagement strategy follows the recommendations of the Colac Otway Shire Council Community Engagement Policy of January 2010, which details five levels of engagement – inform, consult, involve, collaborate and empower.

The method selected has been "involve" and has included ongoing liaison with the Birregurra Golf Club to develop a suitable occupancy arrangement.

Implementation

The proposal will be implemented by writing to DEPI seeking the Minister's consent to the granting of the Licence. The Licence documentation will then be prepared and submitted to the club for signing. This should be able to be completed within four weeks.

Conclusion

Council's approval to the granting of a ten year Licence to the Birregurra Golf Club to occupy the land used as the Birregurra Golf Course is being sought. Council is the Committee of Management of the golf course but needs the relevant Minister's consent to the proposal before the licence can be issued.

Attachments

1. Birregurra Golf Club - Council to maintain - RS3080

Recommendation(s)***That Council:***

1. ***Seeks consent of the Minister for Environment & Primary Industries to the granting of a Licence to the Birregurra Golf Club to occupy the land used as the Birregurra golf course, being Crown Allotments 6, 7 and 8, Township of Birregurra.***
2. ***Signs and seals all relevant documents.***
3. ***Continues to maintain the land identified as RS3080 being Crown Land abutting Main street (on the western side of the river).***

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**OM132711-6****S86 COMMITTEE OF MANAGEMENT**

|             |                                |           |           |
|-------------|--------------------------------|-----------|-----------|
| AUTHOR:     | Colin Hayman                   | ENDORSED: | Rob Small |
| DEPARTMENT: | Corporate & Community Services | FILE REF: | 11/96442  |

**Purpose**

To consider the appointment of newly elected committee members to the Barwon Downs Hall, Cressy Hall and Chapple Vale Hall S86 Committees of Management.

**Declaration of Interests**

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

**Background**

Council appoints Committees of Management under section 86 of the *Local Government Act 1989* as Special Committees of Council to act in accordance with rules and conditions of appointment adopted by Council. The purpose of the Committees is to manage the operations of the facilities. Council policy is that Committee of Management members are appointed for a three year term.

Meetings to appoint new Committee members were conducted on the following dates:

- Barwon Downs Hall 7 November 2013
- Cressy Hall 7 November 2013
- Chapple Vale Hall 7 November 2013.

**Council Plan / Other Strategies / Policy****Good Governance**

Means we care about and are responsive to the community, encourage democratic participation and involve people in decisions that affect them. We strive for excellence in financial management and council services, and always look for better ways to do things.

*Our Goal:*

Ensure transparency of governance practices, the capability of our organisation and effective resource management.

**Issues / Options****Option 1**

To appoint the nominees as put forward by the Committees of Management.

Council's policy is that Committee of Management members are appointed for a 3 year term or less where applicable.

The current three year term for the Barwon Downs Hall, Cressy Hall and Chapple Vale Hall Committees of Management has been completed and the nominations of community persons have been put forward to be on the committee for a period of three years for Council endorsement.

**Option 2**

Not to appoint the community persons put forward. It is an important process that each 3 years the members of the particular community/facility consider the membership of the S86 committee. Council's policy is that Committees of Management members are appointed for a 3 year term or less where applicable.

**Proposal**

It is proposed to appoint the following community persons to the committee named for a term of 3 years until 26 November 2016.

|                   |                                                                                                                                            |
|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| Barwon Downs Hall | Peter Mitchell, Fay Callahan, Albert Halliday, Sandy Batten, Robert Halliday, John James                                                   |
| Cressy Hall       | Ian Nelson, John Humphrey, Deborah Thompson, Alma Smart, Ross Alexander, Rex Wellman, Ashley Nelson, Jan Nelson, Murray Horne              |
| Chapple Vale Hall | Alistair MacDonald, Russell Mahoney, Jo MacDonald, Emma Ferrari, Chris Robbins, Jenny Ferrari, Hayley Ferrari, Sheryl Mahoney, Kate Kondys |

**Financial and Other Resource Implications**

Each Committee holds their own bank account and administers budgets set by the Committee in accordance with funds within these accounts.

Each Committee is required to provide copies of annual financial statements/treasurer's report to Council.

**Risk Management & Compliance Issues**

Each committee has been provided with a Risk Management and Insurance Manual developed for Council Committees of Management.

**Environmental and Climate Change Considerations**

Not applicable

**Community Engagement**

The community engagement strategy follows the recommendations of the Colac Otway Shire Council Community Engagement Policy of January 2010, which details five levels of engagement – inform, consult, involve, collaborate and empower.

The method selected has been to inform and consult. Advertisements were placed in the local media seeking nominations to the committee. Consultation also took place with Committee members as to the preferred time for the meetings to be held.

**Implementation**

A letter will be forwarded to the Management Committees advising them of Council's endorsement of the appointments to the committee.

**Conclusion**

The decision to appoint the Committees as Special Committees of Council is in keeping with Council's policy of working with its community in the management of halls, reserves and other facilities throughout the Shire.

**Attachments**

Nil



**Recommendation(s)*****That Council:***

1. ***Pursuant to section 86 of the Local Government Act 1989, resolves to appoint the following nominated members to the Barwon Downs Hall, Cressy Hall and Chapple Vale Hall Committees of Management until 26 November 2016:***

|                                 |                                                                                                                                                          |
|---------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b><i>Barwon Downs Hall</i></b> | <b><i>Peter Mitchell, Fay Callahan, Albert Halliday, Sandy Batten, Robert Halliday, John James</i></b>                                                   |
| <b><i>Cressy Hall</i></b>       | <b><i>Ian Nelson, John Humphrey, Deborah Thompson, Alma Smart, Ross Alexander, Rex Wellman, Ashley Nelson, Jan Nelson, Murray Horne</i></b>              |
| <b><i>Chapple Vale Hall</i></b> | <b><i>Alistair MacDonald, Russell Mahoney, Jo MacDonald, Emma Ferrari, Chris Robbins, Jenny Ferrari, Hayley Ferrari, Sheryl Mahoney, Kate Kondys</i></b> |

2. ***In accordance with section 81 sub-section(2) sub-section(a) of the Local Government Act 1989, resolves to exempt members of the Committee from being required to submit a primary or ordinary conflict of interest return in accordance with this section.***
3. ***Advises the Committee that a copy of minutes of meetings held be forwarded to Council for its record after each meeting and that a Treasurer's Report be provided on an annual basis.***

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INFRASTRUCTURE AND SERVICES

| ITEM | |
|--------------------------|--|
| <u>OM132711-7</u> | <u>PETITION - FOOTPATH CONSTRUCTION - MONTROSE AVENUE,
APOLLO BAY</u> |

OM132711-7**PETITION - FOOTPATH CONSTRUCTION - MONTROSE AVENUE, APOLLO BAY**

| | | | |
|-------------|---------------------------|-----------|--------------|
| AUTHOR: | Paula Gardiner | ENDORSED: | Adam Lehmann |
| DEPARTMENT: | Infrastructure & Services | FILE REF: | 11/95454 |

Purpose

The purpose of this report is to respond to the petition received from the residents and visitors of Apollo Bay, requesting the construction of a footpath along one side of Montrose Avenue, Apollo Bay.

Declaration of Interests

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

Background

On 18 October 2013 Council received a petition requesting the construction of a footpath on one side of Montrose Avenue, Apollo Bay. This was tabled at the 23 October 2013 Ordinary Council meeting.

The petition was supported by 19 signatures. A copy of the petition has previously been provided to Councillors via a separate memorandum.

Council Plan / Other Strategies / Policy**A Place to Live and Grow**

Is a community where people feel cared for and supported; where buildings and spaces facilitate creativity, social activity and enrichment of life, and people have access to gain the skills and education needed to reach their potential.

Our Goal:

Improve access to buildings, spaces, services and education to support and enable quality of life.

Issues / Options

In 2002 Council adopted the Apollo Bay Strategic Footpath Network Plan, which identified a footpath hierarchy and construction priority list.

Since the adoption of this plan, Council has committed significant capital expenditure to construct a majority of the identified Primary Network. This includes construction of footpaths along Cawood Street, Costin Street, McLachlan Street, Moore Street and Pengilley Avenue. The sections of identified 'Primary Network' which are still to be completed as part of this Network Plan includes the construction of footpaths along Pascoe Street and Montrose Avenue.

Other identified sections of 'Primary Network' have not been completed due to the lack of funding for new and upgraded pedestrian facilities within the municipality.

Council officers are currently reviewing the Apollo Bay Strategic Footpath Network Plan, and anticipate that a draft Apollo Bay Commuter Footpath Strategy will be presented to Council early in 2014 prior to seeking community feedback.

This Strategy will outline the prioritisation for development of the commuter footpath network within the township of Apollo Bay. Gaps and other deficiencies in this network, including the lack of footpath along the section of Montrose Avenue subject to this petition, will be considered in the preparation of the Strategy.

Proposal

It is proposed that officers consider the inclusion of this section of Montrose Avenue in the preparation of the Footpath Strategy, and that Council write to the organiser of the petition advising of this and indicate that this strategy will be subject to further community consultation.

Financial and Other Resource Implications

The construction of a footpath on one side of Montrose Avenue is estimated to cost \$45,000. Given Council's ongoing commitment to funding its asset renewal needs, there is no present budget allocation for the provision of new footpath through Council's Capital Works and Major Projects Program.

Risk Management & Compliance Issues

Risk and compliance issues will be considered in the development of the draft Apollo Bay Commuter Footpath Strategy.

Environmental and Climate Change Considerations

Environmental and Climate change issues will be considered in the development of the draft Apollo Bay Commuter Footpath Strategy.

Community Engagement

The community engagement strategy follows the recommendations of the Colac Otway Shire Council Community Engagement Policy of January 2010, which details five levels of engagement – inform, consult, involve, collaborate and empower.

The method selected would be inform and include advising the petition organiser of the development of the draft Apollo Bay Commuter Footpath Strategy, and encourage them to consider and make submission during the public consultation phase.

Implementation

During the development of the draft Apollo Bay Commuter Footpath Strategy, consideration will be given to the hierarchy assigned to Montrose Avenue and its priority for funding.

Council officers will write to the organiser of the petition advising them that Council is developing a draft Apollo Bay Commuter Footpath Strategy and encourage them to consider making a submission during the public consultation phase.

Conclusion

The provision of adequate pedestrian facilities contributes to the liveability of our townships and promotes walking as an alternative form of transport. The development of the Apollo Bay Commuter Footpath Strategy is important as it will identify improvements that need to be made to the network in this town.

Attachments

Nil

Recommendation(s)

That Council writes to the organiser of the petition informing them that Council supports the construction of a footpath along Montrose Avenue and it will be included for consideration in the development of the draft Apollo Bay Commuter Footpath Strategy.

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**SUSTAINABLE PLANNING AND DEVELOPMENT**

| <b>ITEM</b>               |                                                                                                                     |
|---------------------------|---------------------------------------------------------------------------------------------------------------------|
| <b><u>OM132711-8</u></b>  | <b><u>FINAL COLAC OTWAY SHIRE HERITAGE STRATEGY</u></b>                                                             |
| <b><u>OM132711-9</u></b>  | <b><u>COLAC OTWAY CARBON NEUTRAL ROADMAP 2013</u></b>                                                               |
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## OM132711-8

## FINAL COLAC OTWAY SHIRE HERITAGE STRATEGY

|             |                                    |           |            |
|-------------|------------------------------------|-----------|------------|
| AUTHOR:     | Gemma Browning                     | ENDORSED: | Jack Green |
| DEPARTMENT: | Sustainable Planning & Development | FILE REF: | F11/3291   |

**Purpose**

The purpose of this report is to present the final Colac Otway Heritage Strategy for adoption following a six week period of public consultation on the draft document from 26 April 2013 through to 7 June 2013.

**Declaration of Interests**

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

**Background**

Colac Otway Shire has obligations that are set out in the *Planning and Environment Act 1987* and the State Planning Policy Framework to: “...identify, conserve and protect places of natural or cultural value from inappropriate development...” and to take account of relevant legislation, including the *Victorian Heritage Act 1995*, and recommendations of Heritage Victoria as the key agency assisting Local Government on heritage issues.

The Heritage Strategy will assist Colac Otway Shire to meet these obligations as it sets directions and priorities for the identification, protection, management and promotion of Colac Otway's heritage and for the involvement of the community in those processes.

Council currently receives annual funding from Heritage Victoria to part fund a Heritage Advisor. The Heritage Advisor provides important technical advice to assist Council in decision making for permits associated with heritage assets identified in the Heritage Overlay. The completion of a Heritage Strategy is a requirement associated with the funding Council receives from Heritage Victoria.

The Strategy sets out priority actions for how identifying, protecting and celebrating our cultural heritage may be achieved at the local level.

The Heritage Strategy will allow Council to:

- Identify and report on positive heritage measures already being employed
- Identify and prioritise work to be done in the future
- Report on and celebrate achievements.

An action plan has been developed as part of the Strategy and it identifies a list of key heritage gaps and needs within Colac Otway Shire where appropriate resources need to be directed. The plan covers a four year period and contains realistic heritage goals that can be achieved within this timeframe. Four key themes have been identified under which actions may be grouped as: ‘knowing’, ‘protecting’, ‘supporting’ and ‘communicating’.

The Strategy is not a tool to identify individual heritage assets throughout the Shire. This has been previously completed through the Shire's Heritage Study in 2003 and its implementation into the planning scheme through Amendment C27 in 2008.

**Council Plan / Other Strategies / Policy****A Place to Live and Grow**

Is a community where people feel cared for and supported; where buildings and spaces facilitate creativity, social activity and enrichment of life, and people have access to gain the skills and education needed to reach their potential.

*Our Goal:*

Improve access to buildings, spaces, services and education to support and enable quality of life.

**Issues / Options**Planning Scheme Implications

There are a number of actions identified in the Strategy that are directly linked to future planning scheme amendments.

Importantly the action plan identifies the work that has been undertaken through the assessment of the former Colac-Beech Forest-Crowes Railway and the Heritage Audit 2013 and recommends undertaking a planning scheme amendment to implement the recommendations. Council previously resolved at its meeting on 27 March 2013 to facilitate a planning scheme amendment to progress these recommendations.

In addition the action plan identifies the need to apply statutory protection to the dry stone walls in the Shire to acknowledge their historic value. This action was generally supported through the community consultation that has been undertaken. Specifically an online and paper survey that was conducted during the preparation of the strategy indicated that statutory protection for dry stone walls was supported by over sixty per cent of respondents. Application of statutory protection would involve the introduction of a schedule to Clause 52.37 (Post Boxes and Dry Stone Walls) of the Colac Otway Planning Scheme which establishes the requirement for a planning permit to demolish, remove or alter a dry stone wall constructed before 1940.

In March 2007, an Advisory Committee appointed by Victoria's Minister for Planning released its "Review of Heritage Provisions in Planning Schemes". Among the Review's many recommendations was one that proposed that the Victoria Planning Provisions be amended so that Clause 52.37 Post Boxes and Dry Stone Walls includes dry stone walls. The overall purpose of the clause is to conserve historic post boxes and dry stone walls. Some 22 Victorian municipalities have dry stone walls and 15 have included this control in their planning schemes. They are Baw Baw, Glenelg, Golden Plains, Greater Bendigo, Greater Geelong, Indigo, Macedon, Mount Alexander, Moyne, Pyrenees, Surf Coast, Warrnambool, Whittlesea, Wyndham and Yarra Ranges.

Dry stone walls are an important piece of cultural history, constructed by both Anglo Celtic and European migrants, and are a valuable historic remnant of artisan skills and the patterns of the Shire's early settlement. It is recommended that a schedule to Clause 52.37 is integrated into the future planning scheme amendment which seeks to implement the recommendations of the Colac-Beech Forest-Crowes Railway.

It is important to note that Clause 52.37 would not apply a control to the entirety of properties as overlays often do – it would be specifically limited to dry stone walls and fences only, therefore not triggering a broader range of planning permits. In addition, no planning permit would be required for a landowner to remove parts of a dry stone wall fence for the purpose of installing a gate, or for any works to a fence that restore it to its original condition (ie repairs and maintenance).

Furthermore this statutory protection does not mean that owners are required to upkeep the walls and they are not obliged to reconstruct/repair walls that have collapsed. This again limits the impact of the control on day to day operational requirements for a farmer. The control would be aimed at protecting the long term existence of the walls, which are a key landscape and heritage feature of the Stony Rises, without undue impacts for most operational works to the walls.

The ongoing existence and condition of the dry stone walls in this region are a testament to the respect which they have been afforded by the local farming community over many years. The farming practices they have adopted to enable them to be preserved in such good condition and why the walls have remained a feature of this region is a source of pride for many in the community.

The important contribution that dry stone walls make to the Colac Otway Shire and the broader region was highlighted in the State Government's South West Landscape Assessment Study 2013.

#### Budget Implications

Whilst the majority of the actions identified in the Strategy will be facilitated through internal funding currently available there are a number of significant actions that would require additional Council funding to be delivered. These actions include:

- Undertaking a study to identify, assess and document places of Aboriginal or natural significance
- Undertaking Conservation Management Plans for Council owned buildings and other historic assets
- Establishing a Heritage Financial Assistance Program to fund restoration work.

The establishment of a Heritage Financial Assistance Program was the highest rated priority action in the community survey, and is an initiative that received strong community support during the recent Colac CBD & Entrances Project. The program is currently implemented by a number of Councils (including Corangamite Shire) and aims to assist heritage property owners to undertake restoration and upkeep works on significant buildings by providing small scale grants (eg between \$1,000 to \$5,000). Such a scheme would be similar in its operation to the Community grants and Events & Festivals grants schemes currently run by the Shire each year, and would be subject to an annual assessment of applications against agreed criteria.

Funding of the actions identified above would be subject to a budget request considered through the standard annual Council budget process.

#### Exhibition and Submissions

The Heritage Strategy was on formal public exhibition for 6 weeks from 26 April 2013 to 7 June 2013. Advertisements were placed in the Colac Herald, Birregurra Mail and the Apollo Bay News Sheet in addition to a mail out to key community groups such as the Shire's Historical Societies.

There was only one submission received and this was from the Apollo Bay & District Historical Society. The submission made suggestions as to how some of the actions proposed in the Strategy could be strengthened to better meet the objectives of the Strategy. These suggestions have been carefully considered and integrated into the Strategy where possible, including the addition of a new action that encourages celebration of pioneering history through cultural events and the appropriate naming of streets and/or public assets.

In some circumstances these suggestions have not led to direct changes to the Strategy as they are more relevant to how actions in the Strategy are implemented over the following four years. For example there was a suggestion to adopt a thematic approach to the development of the Heritage Financial Assistance Program and whilst this level of detail isn't captured in the strategic format of this Strategy it can be considered through the implementation phase.

The lack of submissions received through the formal exhibition period is a key indicator that the feedback gathered through the community survey and drop-in session was well captured in the draft Strategy. Consistent feedback was received that referenced the challenges faced by landowners understanding their responsibilities and exemptions from planning permit requirements under the Heritage Overlay. This challenge has been acknowledged in the Strategy and responded to in the priority action table by listing actions to improve the accessibility of clear and accurate advice and information for these key heritage stakeholders.

### **Proposal**

It is proposed that Council adopts the final Colac Otway Heritage Strategy.

### **Financial and Other Resource Implications**

Completion of this Strategy is a requirement of the funding Council receives from Heritage Victoria. Completion of the document will help to ensure continued support from Heritage Victoria to assist with the funding of the Heritage Advisor services.

Whilst the majority of the actions identified in the Strategy will be facilitated through internal funding currently available there are a number of significant actions that would require additional Council funding to be delivered. These actions include:

- Undertaking a study to identify, assess and document places of Aboriginal or natural significance
- Undertaking Conservation Management Plans for Council owned buildings and other historic assets
- Establishing a Heritage Financial Assistance Program to fund restoration work.

### **Risk Management & Compliance Issues**

As with other strategic planning projects, there is always a risk that some people's expectations will not be met in the final document. However, Council has committed to community consultation during the project while continuing to point out that recommendations must be aligned with broader State Government policies.

### **Environmental and Climate Change Considerations**

Environmental and climate change considerations are not specifically relevant to the outcomes of the Colac Otway Shire Heritage Strategy.

### **Community Engagement**

The community engagement Strategy follows the recommendations of the Colac Otway Shire Council Community Engagement Policy of January 2010, which details five levels of engagement – inform, consult, involve, collaborate and empower.

The method selected was to inform and consult which has been demonstrated through:

- Formal six week exhibition of the draft Strategy from 26 April 2013 to 7 June 2013.
- A community heritage survey (available both online and in hard copy) during September and October 2012.

- A community drop-in session held on 20 September 2012 at COPACC to capture input from community members and historical societies who have an interest in heritage and owners of heritage assets listed in the Heritage Overlay.
- Notification of the survey and drop-in session was mailed to key heritage stakeholder groups (historical societies etc.) as well as all property owners covered by the Heritage Overlay.
- Council's Heritage Advisor has been consistently involved in the development of the Strategy and has reviewed the draft document.

### **Implementation**

If Council resolves to adopt the strategy, officers will prioritise implementation of the listed actions, in line with the strategy, throughout the four year life span of the document.

### **Conclusion**

It is considered that the Colac Otway Shire Heritage Strategy will help to effectively meet Council's heritage obligations and capture a number of positive initiatives for future action. Community feedback has been integrated into the final version to provide a comprehensive Strategy to address heritage management by the Council over the next four years. Adoption of this Strategy will ensure Council meets the requirements of the annual funding received from Heritage Victoria.

### **Attachments**

1. Colac Otway Shire Heritage Strategy November 2013

### **Recommendation(s)**

#### ***That Council:***

- 1. Adopts the Colac Otway Shire Heritage Strategy.***
- 2. Proceeds with the preparation and exhibition of a planning scheme amendment to introduce a Schedule to Clause 52.37 of the Colac Otway Planning Scheme to protect dry stone walls across the Shire.***
- 3. Requests the Planning Minister to authorise the preparation of the amendment.***
- 4. Considers budget requests for the following projects through the annual budget process:***
  - Undertaking a study to identify, assess and document places of Aboriginal or natural significance***
  - Undertaking Conservation Management Plans for Council owned buildings and other historic assets***
  - Establish a Heritage Financial Assistance Program to assist land owners in funding restoration work to heritage buildings and structures.***

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OM132711-9**COLAC OTWAY CARBON NEUTRAL ROADMAP 2013**

| | | | |
|-------------|------------------------------------|-----------|------------|
| AUTHOR: | Dora Novak | ENDORSED: | Jack Green |
| DEPARTMENT: | Sustainable Planning & Development | FILE REF: | F11/3291 |

Purpose

The purpose of this report is to seek formal Council endorsement to extend Council's Carbon Neutral Target to 2020 and for the implementation of priority carbon emission reduction initiatives identified in the Colac Otway Carbon Neutral Roadmap 2013.

Declaration of Interests

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

Background

In 2011-12 Colac Otway Shire Council received funding from the Victorian Sustainability Accord Round 5 to develop a Carbon Neutral Plan for Council's operations to allow for the successful achievement of Council's 2016 carbon neutral target and commence implementation of the recommendations if any grant funds remained.

The Environment Unit of Council engaged a consultant in October 2012 to support the development of the Carbon Neutral Plan. The work undertaken included a review of Council's inventory of carbon emissions using the latest Federal Government protocols, a report that details all options available to reach that goal and includes a cost-benefit analysis of the carbon emissions reduction and offset options available.

In identifying opportunities for carbon mitigation and abatement, the project's focus was on a high-level, but robust, commercial assessment of all carbon reduction options to better inform Council's short, medium and long term investment decisions regarding carbon emissions management.

A presentation was given to Council by the consultants in February 2013 that summarised the objectives, methodology and findings of the emissions inventory review and a suite of carbon emissions management options to achieve Council's carbon neutral target.

The consultants sought Council's input and feedback on the options available (i.e. Least-Cost, Cost Neutral and Ambitious Approach/Option) by presenting the capital investment required, the associated carbon and cost reductions (savings) and the offset scenarios available for the remaining emissions associated with Council's operations.

Following the presentation, Councillors considered that it should:

- Extend the carbon neutral target to 2020
- Investigate and implement the emissions reduction initiatives shortlisted by the Council project team
- Further investigate the potential for local offset projects.

Accordingly, the consultant produced the attached Colac Otway Carbon Neutral Roadmap. The Roadmap provides a strategic view of the steps and investment Council should consider undertaking to achieve its carbon neutral target by 2020.

Council Plan / Other Strategies / Policy

A Healthy Community and Environment

Actively connects and includes people of all ages and backgrounds and promotes a healthy and vibrant community life in a clean, safe and sustainable environment.

Our Goal:

Respect cultural differences, support a diverse range of healthy and creative activities, foster community safety and promote environmental sustainability.

The Environment Strategy aligns with requirements outlined in the following documents:

1. Colac Otway Shire Council Plan
2. Colac Otway Shire Council - Annual Business Plan – Environment and Community Safety
3. Colac Otway Shire Local Environmental Sustainability Priority Statement (2007).
4. Environment Strategy 2010-2018
5. Environment Action Plan 2010-12.

The Colac Otway Environment Strategy was adopted in February 2010 setting specific targets, including a Carbon Neutral target, and the process for the development of an Environment Action Plan (EAP) to identify how the targets will be achieved.

The EAP identified the development of a carbon neutral plan as a high priority for development during 2012 - 13.

Issues / Options

Climate change is the greatest social, economic and environmental challenge that Australia and the world is facing according to the Intergovernmental Panel on Climate Change (IPCC). The local government sector is already taking responsibility for emissions mitigation, managing the impacts of climate change and providing leadership to the broader community. This responsibility requires councils to continue to implement mitigation strategies and adapt their activities and resource allocation to address these challenges.

As the policies, regulations and legislation develop and evolve, it is important that Council ensures that its ecological footprint in terms of greenhouse emissions and energy use is quantifiable, monitored and actions are taken to reduce it where possible within Council operations and functions.

The Carbon Neutral Roadmap provides a strategic view of the steps and investment Council should consider to achieve its carbon neutral target in 2020. The priority areas identified for carbon emission reduction were:

- Fleet – specifically diesel use
- Building fabric
- Building operations
- Energy supply
- Lighting –internal and public.

The following table provides a summary of the priority actions identified in the Roadmap that are based on sound economic analysis (cost-benefit analysis, marginal abatement cost curve, etc.).

Table 1: Summary of priority carbon emissions reduction initiatives

| Priority Areas | Initiative | Description |
|------------------------|---|--|
| Energy Supply | Solar photovoltaic (PV) - Large sites | Solar PV panels reduce electricity requirements for lighting and appliances. |
| | Gas hot water replacement for electric hot water heater | The replacement of instantaneous electric hot water boilers with gas hot water replacements. |
| | Cogeneration | The installation of a cogeneration facility at Bluewater Fitness Centre |
| Building fabric | Roof insulation - Large sites | Upgrading of roof insulation to reduce heating and cooling requirements. |
| | Draught proofing – Large sites | Draught proofing of vents and openings of buildings with seals. |
| Lighting | Sensor lighting | Sensors may be installed to control when lighting system in certain facilities is turned on, such as meeting spaces. |
| | Lighting upgrades | Convert old lighting to more efficient T5 fluorescent or LED lamps. |
| Fleet | Purchase B20 Biodiesel fuel | Biodiesel is a lower carbon intensity option than other commonly used fuels such as LPG. B20 (20% biodiesel, 80% petroleum diesel) is the most commonly used biodiesel blend. B20 generally does not require engine modifications, does not void warranties and it represents a good balance of cost, emissions, cold-weather performance and materials compatibility. |
| | Adopt LPG fuelled vehicles | LPG is a lower emission fuel than standard petrol. |
| | Electric Vehicle Trial | Emerging, low emission light fleet alternative. |
| Public Lighting | T5 Lighting Replacement | Replacement of 42W CFLs with T5s within toilet blocks. |
| | 32W CFL Lighting Replacement | Replacements of both 42W and 80W lights with 32W CFLs. |

Emission reduction technology is an emerging and fast developing market and policy environment. The Roadmap provides a high level framework highlighting the best opportunities for carbon emissions reductions. However, it is a shifting 'landscape' because of economic and technology change (i.e. LED streetlights approved by Powercor recently; increased gas prices impacting on the viability of cogeneration).

The Roadmap is not a definitive approach to achieving carbon neutrality. The Roadmap provides a guide that allows Council the flexibility to take advantage of technological developments, funding opportunities, pilots and trials (i.e. Victorian Electric Vehicle Trial) and government procurement partnerships (i.e. Great South Coast Street Smart Lighting Program) to achieve maximum carbon emission reductions at minimum cost to Council.

Proposal

It is proposed that Council extends Council's Carbon Neutral Target to 2020 and supports the implementation of priority carbon emission reduction initiatives to be implemented subject to funding (internal and external) in the areas of:

- Energy Supply
- Fleet (fuel)
- Buildings (fabric and electricity consumption)
- Public Lighting (council owned and metered).

Financial and Other Resource Implications

The Roadmap is not designed to be specific and prescriptive and therefore allows Council flexibility to:

- Take advantage of opportunities and funding to ensure that the priority areas for carbon emissions reduction are the best value investment for council in the long term; and
- Maximise savings, improve resource efficiency and future-proof council against rising energy and fuel costs.

Based on current pricing of the emission reduction initiatives recommended, approximately \$150,000 will be required annually until 2020 to reduce Council's carbon emissions by 15%.

However, there are many opportunities to integrate carbon emission reduction measures into Council's current operations at minimum cost and these should be considered at planning and design phase of new builds, retrofits and upgrades and when purchasing new equipment and assets (i.e. asset/facilities maintenance and renewal programs).

The Roadmap identifies actions that will have various funding and resource implications. Some of the actions will be able to be carried out within current funding and resource constraints. However any new funds or resources that are required will be subject to approval in the Council budget and/or successfully obtaining external support.

Risk Management & Compliance Issues

There are no risk management issues relevant to this report.

Environmental and Climate Change Considerations

There are no other environmental considerations related to this project.

Community Engagement

The community engagement strategy follows the recommendations of the Colac Otway Shire Council Community Engagement Policy of January 2010, which details five levels of engagement – inform, consult, involve, collaborate and empower.

The method selected would be 'inform' and Council officers will continue to raise awareness of Councillors, staff and the community about climate change adaptation and mitigation, carbon emissions abatement and sustainable work actions.

Implementation

Council officers will provide Council with updates of actions undertaken to reduce carbon emissions and raise awareness of staff and the community about climate change mitigation, greenhouse gas emission abatement and sustainable work actions.

Conclusion

Climate change impact mitigation and carbon emission reduction opportunities are very important issues for Council to understand and support. Council is committed to leading by

example by reducing its carbon emissions as it works toward its aspirational 2020 carbon neutral target.

Attachments

1. Colac Otway Carbon Neutral Roadmap 2013

Recommendation(s)***That Council:***

1. ***Extends Council's Carbon Neutral Target to 2020.***
2. ***Supports the implementation of priority carbon emission reduction initiatives to be implemented subject to funding (internal and external) in the areas of:***
 - ***Fleet (fuel)***
 - ***Buildings (fabric and electricity consumption)***
 - ***Public Lighting (council owned and metered).***

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**OM132711-10****DRAFT TOURISM DIRECTIONAL SIGNAGE POLICY**

|             |                                    |           |            |
|-------------|------------------------------------|-----------|------------|
| AUTHOR:     | Katrina Kehoe                      | ENDORSED: | Jack Green |
| DEPARTMENT: | Sustainable Planning & Development | FILE REF: | F11/3417   |

**Purpose**

The purpose of this report is to present the draft Colac Otway Shire Council Tourism Directional Signage Policy for adoption following a six week period of public consultation on the draft document from 25 September 2013 through to 6 November 2013.

**Declaration of Interests**

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

**Background**

Colac Otway Shire Council is required to manage the installation and control of tourist directional signage under its obligations as a coordinating road authority pursuant to section 66 of the *Road Management Act 2004* (the 'Act'). VicRoads is the relevant coordinating authority for all freeways and declared arterial roads whilst Local Government is the relevant coordinating authority for municipal roads.

The VicRoads Tourism Signing Guidelines 2009 provide a comprehensive guide to the roles and responsibilities, requirements and obligations and the rules and processes that relate to signing for tourism attractions and services. These guidelines were produced following an extensive period of public consultation with the tourism industry and other key stakeholders while ensuring that the basic principles of traffic management and road safety were taken into consideration.

Council currently refers to the VicRoads Tourism Signing Guidelines when assessing applications for signage, but does not have a clear policy in relation to the management of signs including the rationalisation or removal of signs.

Over time there has been a proliferation of signage which has caused significant visual clutter and presents a potential risk for motorists. This is against the principles of the Tourism Signing Guidelines which seeks to assist motorists.

It is in the interest of both Colac Otway Shire Council and VicRoads that a consistent approach is taken in relation to the management and installation of tourism signs. It is also of benefit to visitors in providing clear and consistent directional signage to township attractions, hospitality and accommodation services.

**Council Plan / Other Strategies / Policy****A Planned Future**

Creates an attractive shire with quality buildings and spaces, accessible travel and transport, and a community that has the services and facilities it needs now and in the future; supports a prosperous economy where trade, manufacturing and business activity flourishes.

*Our Goal:*

Facilitate the growth, liveability and development of the shire and encourage innovation and efficiency in the local economy.

**Issues / Options**

Council refers to the VicRoads Tourism Signing Guidelines when assessing applications for new signage however it does not have a policy in relation to the management of existing tourism directional signage. The attached policy will reinforce the use of the VicRoads Tourism Signing Guidelines for applications and provide guidance on the appropriate treatment and management of existing signs.

The third edition of the VicRoads Tourism Signing Guidelines was released in February 2009 following considerable consultation with a large range of stakeholders from the tourism industry including Tourism Victoria, Regional and Local Tourism Associations and tourism operators. The Guidelines ensure that, where possible, the interests of the tourism industry are met whilst at the same time upholding the basic principles of traffic management and road safety. The adoption of the Colac Otway Shire Council Tourism Directional Signage Policy will reinforce this commitment to road safety and traffic management while supporting the tourism industry.

Whilst both VicRoads and Colac Otway Shire Council act as coordinating authorities for various aspects of the road network within the Shire boundaries, it would be reasonable to assume that motorists are unable to recognise the difference. With this in mind, it should be seen as a priority that a consistent approach to all roads and the management and installation of tourism directional signage be adopted.

The policy will:

- Define the type of tourism signage used within the Colac Otway Shire
- Encourage the use of standardised signs and symbols that comply with the relevant Australian Standards for signs
- Determine the effectiveness of signs by rationalising their use
- Identify facilities that will qualify for directional signage through an application process
- Provide administration guidelines that define permit requirements.

Current practices have inadvertently led to the proliferation of signage on roadsides and intersections which create visual clutter and, in some circumstances, create a potential hazard for motorists rather than assisting them.

Council has three options:

The first option is to adopt the Tourism Directional Signage policy as it has been presented.

The second option is not to adopt the Tourism Directional Signage policy and to direct Council officers to make amendments. Council should provide guidance as to the amendments that it requires to be made to the policy should it elect this option.

The third option is to not adopt the Tourism Directional Signage policy.

The first option is the preferred option as it ensures that Council continues to meet its obligations under the Act, and provides clear and concise direction to the installation and management of tourism directional signage. It also ensures that Council will have a clear policy should it be required to remove or consolidate signs.



**Proposal**

It is proposed that Council adopts the draft Tourism Directional Signage Policy.

**Financial and Other Resource Implications**

There would be no cost to Council arising from the adoption of this policy as the costs of providing and installing the signage is borne by the business operator. Should Council require rationalisation, an appropriate budget would need to be provided.

**Risk Management & Compliance Issues**

All signs are required to be produced in accordance with the VicRoads Tourism Signing Guidelines February 2009 with reference made to Australian Standard AS1742.6 and the VicRoads Traffic Engineering Manual Vol 2 for detailed guidance on sign design. The installation of signs is the responsibility of the business owner requiring the sign, and is subject to further approval by Council's Infrastructure and Services Department.

**Environmental and Climate Change Considerations**

There are no environmental or climate change considerations for this policy.

**Community Engagement**

The community engagement strategy follows the recommendations of the Colac Otway Shire Council Community Engagement Policy of January 2010, which details five levels of engagement – inform, consult, involve, collaborate and empower.

The method selected was to inform and consult which has been demonstrated through a formal six week exhibition of the draft Policy from 25 September 2013 through to 6 November 2013.

There have been no submissions received and therefore no amendments have been made to the draft policy.

In addition to this, the policy has been developed with input from key stakeholders including VicRoads and the tourism industry as well as Council's Infrastructure and Services Department including CosWorks.

**Implementation**

Once adopted, the Tourism Directional Signage Policy will be used to assess any new applications for tourism directional signage within the Shire. It will provide direction to the overall management of tourism directional signs relating to attractions and services for visitors within the Shire. It also provides guidance for possible audits and rationalisation of current signage should funding for this purpose be available.

**Conclusion**

Council is required to manage tourism directional signage on municipal roads under its obligations pursuant to the Act and currently does not have a policy to guide this management. A policy relating to the installation and management of tourism directional signage which utilises the current VicRoads guidelines will provide clear and consistent guidance and ensure that Council can meet its obligations under the Act.

Clear policy will ensure that only signs that provide additional assistance to motorists are allowed on roadsides and that visual clutter is minimised along roadsides.

Council placed the draft Tourism Directional Signage on public exhibition for a six week period and received no submissions. No amendments have been made to the draft policy. This report seeks the endorsement of the draft Tourism Directional Signage policy.

**Attachments**

1. Policy - 8.6 - Tourism Directional Signage - September 2013

**Recommendation(s)**

***That Council adopts the Colac Otway Shire Council Tourism Directional Signing Policy.***

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OM132711-11

**PROPOSED REZONING - PLANNING SCHEME
AMENDMENT C78 - WYUNA ESTATE**

| | | | |
|-------------|------------------------------------|-----------|------------|
| AUTHOR: | Don Lewis | ENDORSED: | Jack Green |
| DEPARTMENT: | Sustainable Planning & Development | FILE REF: | F11/3291 |

Purpose

The purpose of this report is to seek Council's support to prepare and publicly exhibit Planning Scheme Amendment C78 which aims to rezone land at Wyuna Estate to allow expansion of the existing residential estate.

Declaration of Interests

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

Background

The site proposed for rezoning is known as Lot 1 on TP326494Q and has an area of 13.47 hectares. The site adjoins the eastern boundary of the existing 'Wyuna' residential estate on the southern side of Harris Road at Elliminyt, and is zoned Farming Zone. The land is affected by a Significant Landscape Overlay (SLO1) and is partly covered by an Erosion Management Overlay (EMO1). The site is generally flat except where the former Colac to Beech Forest Rail Line adjoins the eastern and southern boundaries.

Wyuna Estate was first rezoned in the late 1980s with stage 1 commencing in 1992. 13 stages have now been released, including fully serviced lots, public open space and a road network. As the Colac/Elliminyt area has developed during the last decade Wyuna Estate has provided a significant contribution to housing growth comprising new home buyers, investors and people seeking a regional location. Up to 200 housing lots have been established so far as a result of subdivision approvals at Wyuna Estate.

The land owner/developer seeks to rezone this land from Farming Zone to General Residential Zone (previously known as Residential 1 Zone), remove the existing Significant Landscape Overlay from the subject land, and apply a Development Plan Overlay.

Strategic justification for Amendment C78 was established through Amendment C55 which was incorporated into the Colac Otway Planning Scheme in 2009. Amendment C55 was exhibited in 2007 to implement the recommendations (amongst other things) of the Colac Structure Plan. The proponent lodged a submission to the amendment advocating the rezoning of this land through that amendment.

The panel agreed the rezoning had merit and should proceed, but that this should occur through a separate amendment process, without the need for any further strategic justification. The Panel report considered that "*inclusion of the land to the east of the Scanlon land has merit to enable improved access to Harris Road and to provide an urban edge to the Beechy Rail Trail*".

In addition, work completed through the G21 Regional Growth Plan 2012 confirmed Colac's relatively low growth rate of 1% p.a will gradually trend higher over coming years as key

drivers including completion of the Princes Highway duplication and enhancement of rail passenger services occur.

Affordability is also expected to play an important role in attracting growth to Colac and surrounding towns. The report noted that Colac needs to plan for a population of 20,000 over the next forty years and the rezoning of land to expand the Wyuna Estate will contribute to this supply.

Following a review of the Erosion Management Overlay (EMO) in 2011, Amendment C54 removed the majority of EMO coverage from Wyuna Estate and the proposed subject land with the exception being a small section of the former Colac to Beech Forest Rail Line.

Amendment C78 documents were submitted by the proponent's consultant in August this year including several technical reports which have been referred to relevant Council departments for comment in preparation for the amendment being considered by Council. Council was briefed on the proposed amendment at a workshop in September this year.

A draft outline plan of intended subdivision across the existing Wyuna Estate and the land to be subdivided is shown below. It is not a final plan, but provides an indicative layout.



Council Plan / Other Strategies / Policy **A Planned Future**

Creates an attractive shire with quality buildings and spaces, accessible travel and transport, and a community that has the services and facilities it needs now and in the future; supports a prosperous economy where trade, manufacturing and business activity flourishes.

Our Goal:

Facilitate the growth, liveability and development of the shire and encourage innovation and efficiency in the local economy.

A Place to Live and Grow

Is a community where people feel cared for and supported; where buildings and spaces facilitate creativity, social activity and enrichment of life, and people have access to gain the skills and education needed to reach their potential.

Our Goal:

Improve access to buildings, spaces, services and education to support and enable quality of life.

Issues / OptionsPublic Open Space Contribution

As Wyuna Estate has developed, public open space has been established under the current requirements of the Colac Otway Planning Scheme via the Subdivision Act 1988 which allows up to a 5% contribution of land or an equivalent payment or a combination of both. Amendment C75 which was recently exhibited and is being considered by Council this month, proposes a higher contribution of public open space of up to 10% for Colac and Elliminyt. Subject to how the amendment progresses, it is considered that the 10% figure is a reasonable contribution to be applied to the expanding Wyuna Estate and is justified through the Council's *Public Open Space Strategy 2011*.

During previous discussions with the developer, Council has advised that further land is expected to be contributed for public open space beyond the existing developed parkland located on the eastern side of Scanlon Drive, on an undeveloped site on the north east part of the estate. Land adjoining the former Colac to Beech Forest Rail Line may also be contributed but although this land will provide important natural benefits, it is considered encumbered land and therefore not easily accessible or usable for most future residents and should not be included as part of the basic requirement for unencumbered usable public open space.

Former Colac to Beech Forest Railway Line

As mentioned previously, the Old Colac to Beech Forest Railway Line runs along the eastern boundary of the subject land and represents the last intact section of the line formation before it reaches Colac. Land below the line is steep and is not suitable for development and falls away to a nearby creek. It is proposed that the future housing and associated fencing allows for clear linkages and passive surveillance to occur so that some integration with Wyuna Estate can be achieved. Council would consider accepting the former rail alignment as a public open space contribution as it would provide a strategic linear link for the estate and ensure that this part of the rail alignment is kept for future generations.

Significant Landscape Overlay (SLO1)

An existing SLO1 extends over the entire subject land and further south into surrounding farmland. It is proposed to remove this control from the land being rezoned as it is no longer relevant to the intended development of the area, with the exception that it will remain over the former rail line section to protect its original formation and view lines to and from the estate.

Development Plan Overlay (DPO)

The proposed DPO for the subject site is the appropriate planning tool to control the key elements of future subdivision including road layout, provision for public open space, lot size and road/pedestrian linkages. It is typically applied to greenfield subdivisions under single ownership. The original rezoning of land for Wyuna Estate was not subject to the requirements of a DPO which meant there was no certainty in the planning process or a longer term plan established up front that would have reduced the need for on-going changes through the subdivision process. The DPO will provide predictable planning outcomes for the remaining stages of development at Wyuna Estate.

Strategic Justification

Site specific rezonings are generally not considered desirable, however this particular proposal applies to only a small parcel of land that was considered and supported by the independent panel for Amendment C55 in the context of the then recently completed Colac Structure Plan. The Panel supported it on the basis that it would provide a better subdivision

outcome for the Wyuna Estate, and was clear that no further strategic justification was required by Council to support the proposal.

The C55 Panel also considered submissions from a number of other land owners in the vicinity of Harris Road which similarly sought rezoning of their land, and in response, recommended that Council undertake a precinct structure plan to examine the urban boundary of Colac in the Elliminyt area, in conjunction with a review of the residential land supply. Council has allocated funding in its 2013/14 budget (subject to receiving matching Government funding) to undertake a review of the Colac Structure Plan which will undertake these tasks.

In terms of land supply, State planning policy encourages the provision of at least 15 years zoned residential land. The Land Supply Report completed for the recent G21 Regional Growth Plan Implementation Plan states that Colac has enough zoned land to accommodate growth for 18 years. The rezoning of the Scanlon land abutting its existing estate at Wyuna will not result in an oversupply of residentially zoned land.

Proposal

It is proposed that Council endorses the preparation and exhibition of a planning scheme amendment (C78) that:

- Rezones approximately 13.47 hectares of Farming Zone land to General Residential Zone (previously known as Residential 1 Zone) at 50 Harris Road, Elliminyt;
- Removes the existing Significant Landscape Overlay from the subject land and;
- Applies a Development Plan Overlay over the subject land.

Financial and Other Resource Implications

As a privately sponsored amendment, amendment costs including statutory fees and panel costs will be borne by the proponent.

Risk Management & Compliance Issues

The risk to Council of not proceeding with the amendment is that it would not allow the final stages of Wyuna Estate and associated infrastructure to be developed, which received support through Amendment C55.

Environmental and Climate Change Considerations

There are no direct environmental or climate change considerations associated with the amendment. Detailed site specific environmental issues will be dealt with at the Development Plan and subdivision permit stage.

Community Engagement

The community engagement strategy follows the recommendations of the Colac Otway Shire Council Community Engagement Policy of January 2010, which details five levels of engagement – inform, consult, involve, collaborate and empower.

The community will have an opportunity to make written submissions to the amendment, and have the option of presenting directly before an independent panel that would be appointed by the State Government to advise Council on submissions.

Implementation

Planning Scheme Amendment C78 has been prepared in draft form. Officers will finalise the amendment documentation and seek authorisation to exhibit the amendment from the State Planning Minister.

Conclusion

Amendment C78 is a privately sponsored amendment proposal in response to the recommendations of the Amendment C55 panel report which supported a separate amendment to rezone land for the expansion of Wyuna Estate. The amendment represents the final parcel of land to be rezoned as part of Wyuna Estate. If supported by Council, officers will seek authorisation from the Planning Minister to exhibit the amendment during early 2014.

Attachments

Nil

Recommendation(s)***That Council:***

- 1. Seeks authorisation from the State Planning Minister to prepare Planning Scheme Amendment C78.***
- 2. Exhibits Amendment C78 for a minimum period of six weeks seeking written submissions.***

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OM132711-12

## PLANNING SCHEME AMENDMENT C75 (OPEN SPACE STRATEGY IMPLEMENTATION) - CONSIDERATION OF SUBMISSIONS

|             |                                    |           |            |
|-------------|------------------------------------|-----------|------------|
| AUTHOR:     | Don Lewis                          | ENDORSED: | Jack Green |
| DEPARTMENT: | Sustainable Planning & Development | FILE REF: | F11/3291   |

### Purpose

The purpose of this report is for Council to consider submissions received to Planning Scheme Amendment C75 which implements the recommendations of the *Colac Otway Public Open Space Strategy 2011*.

### Declaration of Interests

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

### Background

Council resolved to adopt the *Colac Otway Public Open Space Strategy 2011* and seek Ministerial Authorisation to prepare and exhibit Amendment C75 on 23 November 2011. Authorisation (AO2601) was granted on 27 August 2013, and the amendment was exhibited for six weeks between 19 September 2013 and 30 October 2013.

The amendment implements the recommendations of the *Colac Otway Public Open Space Strategy 2011* by amending:

- Clause 21.03 (Settlement) – inserts new general and town specific content to overview, objective and strategy statements for public open space.
- Clause 21.06 (General implementation) – deletes the redundant requirement for an open space strategy and inserts other implementation measures recommended in the *Colac Otway Public Open Space Strategy 2011*.
- Clause 21.07 (Reference documents) – inserts the *Colac Otway Public Open Space Strategy 2011* as a reference document for the planning scheme.
- Clause 52.01 (Public Open Space Contribution and Subdivision) - introduces new public open space contribution requirements of up to 10 per cent within the growth towns of Colac/Elliminyt, Apollo Bay/Marengo and Birregurra, and 5 per cent elsewhere in the municipality.

### Council Plan / Other Strategies / Policy

#### A Planned Future

Creates an attractive shire with quality buildings and spaces, accessible travel and transport, and a community that has the services and facilities it needs now and in the future; supports a prosperous economy where trade, manufacturing and business activity flourishes.

#### Our Goal:

Facilitate the growth, liveability and development of the shire and encourage innovation and efficiency in the local economy.

**Issues / Options****Submissions**

As a result of public exhibition seven (7) submissions were received as follows:

- Submission 1 Corangamite CMA - no objection
- Submission 2 Country Fire Authority (CFA) – no objection
- Submission 3 Barwon Water – no objection
- Submission 4 Environment Protection Authority (EPA) – no objection
- Submission 5 Objection
- Submission 6 Objection
- Submission 7 Objection

A copy of each submission was circulated to Councillors with the agenda for privacy reasons.

Before addressing each of the submissions it is important to clarify what options Council has in responding to the submissions. Under the provisions of Section 23(1) of the *Planning and Environment Act 1987*, after considering submissions that request a change to the amendment, Council must:

- a) change the amendment in the manner requested; or
- b) refer the submission to an independent panel; or
- c) abandon the amendment or part of the amendment.

This report recommends that Council supports option (b) and refers all submissions for consideration by a panel.

Submissions 5, 6 and 7 object to the increase in the percentage rate for public open space in new subdivision from 5% to 'up to 10%' depending on the number of lots and consider the strategic justification sought by the Amendment C55 Panel has not been delivered by the *Colac Otway Public Open Space Strategy 2011*. There was also concern the rates were prescriptive and could not be varied. A boundary realignment proposal which did not result in additional lots was provided as an example.

Council attempted to introduce a higher rate for public open space in Amendment C55 in 2007, when an amendment was exhibited to implement the outcomes of Structure Plans for Apollo Bay and Colac, both of which had highlighted the deficiency of open space in the towns. The Panel for that amendment did not support the higher rate proposed as it was not strategically justified to a sufficient degree. It stated:

*"We simply do not know whether this amount of open space is needed or not. Further in the absence of any open space strategy we do not even know what open space facilities are required. In the absence of an open space or recreation plan that identifies the need for additional district open space, and possible locations for this space, we do not think the 10 per cent requirement can be justified".*

Council has now completed its Open Space Strategy. This Strategy found that whilst there is currently a satisfactory provision of open space across the Shire, it clearly identifies that there is a lack of access to open space and that the quality of the open space network needs significant improvement. In particular, the amount of quality, accessible open space in parts of urban Colac, Apollo Bay and Birregurra is lacking and needs significant improvement. It is therefore considered the increase in the percentage rate is justified to ensure where population growth is expected and/or in high tourist regions there is an adequate amount of quality, well located and improved public open space.

In addition to open space contributions, where land is granted Council should also negotiate for the development of the open space to an acceptable standard.

Clause 52.01 (Public Open Space Contribution and Subdivision) applies to the entire municipality, as does its schedule which is proposed to be updated under Amendment C75. The example provided by Submitter 6 relates to a boundary realignment where no additional lots are created. The exhibited schedule to Clause 52.01 is not based on the creation of new lots and it could be interpreted to apply to any type of subdivision irrespective of whether additional lots are created. This would be an unintended consequence of the amendment. To address this it is proposed to amend the exhibited schedule to Clause 52.01 by adding the words "*This does not apply to a subdivision that does not create any additional lots*" to the schedule to make it clear the schedule only applies to subdivisions that create additional lots.

### **Proposal**

In summary it is proposed to:

- Support submissions 1-4.
- Not support (in part or fully) submissions 5, 6 and 7.
- Amend the exhibited schedule to clause 52.01 of the Colac Otway Planning Scheme by inserting wording to clarify that the requirement does not apply to subdivisions not creating any additional lots; and
- Refer all submissions to an independent planning panel

### **Financial and Other Resource Implications**

Amendment C75 implements the *Colac Otway Public Open Space Strategy 2011* into the Colac Otway Planning Scheme. It is important to note that implementation of the Strategy will require future financial contributions from Council. The Strategy states that the current level of Council resourcing available to develop and manage open space is limited and the standard of maintenance may not be adequate for all open spaces in the Shire.

Council will also be able to obtain both land and cash as open space contributions from developers to fund improvements to the open space system. This source of funding will not be sufficient for all the improvements required. Council will need to commit projects to budget and seek external funding through government programs and community and stakeholder partnerships to ensure that adequate resources are secured to improve and sustain a high quality public open space system.

The State Government's Rural Planning Flying Squad has provided funding to administer the preparation and processing of Amendment C75 through a consultant planner, Isis Planning. The only cost to Council is the cost of the panel, and a statutory fee for adoption of the amendment. These costs are accommodated within the Strategic Planning program budget.

### **Risk Management & Compliance Issues**

The *Colac Otway Public Open Space Strategy 2011* indicates there is a need for more investment in public open space across the Shire (both acquisition of land and infrastructure upgrades to existing open space). The risk in Council not proceeding with the planning scheme amendment is that over time Council will need to provide an increasing level of its own funds to implement the Open Space Strategy. Amendment C75 provides the opportunity and the justification to increase the public open space rates that Council could charge for the subdivision of land and buildings. This money will then allow Council to fund the provision of new and improved open space across the Shire.

**Environmental and Climate Change Considerations**

There are no significant environment or climate change implications arising from the planning scheme amendment.

**Community Engagement**

The community engagement strategy follows the recommendations of the Colac Otway Shire Council Community Engagement Policy of January 2010, which details five levels of engagement – inform, consult, involve, collaborate and empower.

The method selected for this amendment was consult. The exhibition of the amendment was conducted via a notice in local papers, notices to key users of the Colac Otway Planning Scheme, developers, State Government authorities and agencies and prescribed Ministers.

It should be noted that there was considerable community engagement during the course of the development of the Public Open Space Strategy.

**Implementation**

Should Council adopt the officer recommendations, submissions will be forwarded to Panels Victoria and a request made for establishment of an independent panel.

**Conclusion**

Open space has significant physical, mental and social benefits for residents and is vital for community social wellbeing. The *Colac Otway Public Open Space Strategy 2011* guides the future planning and development of Colac Otway Shire's open space network. Council has adopted this Strategy and Amendment C75 implements it into the planning scheme. This is an important step in ensuring Council has the strategy and funds available for the provision and improvement of public open space across the Shire.

There were only a few submissions opposing the amendment, and it is considered that the proposed changes to open space contributions for subdivision are justified based on the Open Space Strategy. It is therefore recommended Council refers the submissions to an independent panel for review.

**Attachments**

1. Attachment 1 C75 Exhibition Explan Report, MSS, Schedule
2. Attachment 2 C75 52\_01 schedule post exhibition

**Recommendation(s)*****That Council:***

1. ***Supports submissions 1-4 made to Amendment C75 following its public exhibition.***
2. ***Not support (in part or fully) submissions 5, 6 and 7 to Amendment C75.***
3. ***Amends the exhibited schedule to clause 52.01 of the Colac Otway Planning Scheme by inserting words which clarify that the requirement does not apply to subdivisions not creating any additional lots; and***
4. ***Refers all submissions to Amendment C75 to an independent planning panel.***

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OM132711-13**ENDORSEMENT OF FINAL G21 REGIONAL GROWTH
PLAN IMPLEMENTATION PLAN**

| | | | |
|-------------|---------------------------------------|-----------|------------|
| AUTHOR: | Doug McNeill | ENDORSED: | Jack Green |
| DEPARTMENT: | Sustainable Planning
& Development | FILE REF: | F11/2194 |

Purpose

To provide an overview of the development of the final G21 Regional Growth Plan Implementation Plan including responses to community feedback and submissions on the draft Plan. The report recommends that the final Implementation Plan be endorsed.

Declaration of Interests

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

Background

In August 2012 the five G21 Councils adopted the G21 Regional Growth Plan (Growth Plan) which provided a planning framework for the management of the region's growth to more than 500,000 persons by 2050. The Plan seeks to direct growth to the identified Structure Plan growth and infill areas of urban Geelong and eight District Towns and areas (Bannockburn, Colac, Drysdale Clifton Springs, Lara, Leopold, Ocean Grove, Torquay/Jan Juc and Armstrong Creek) ahead of other sewered towns and longer term growth areas or Further Investigation Areas (FIAs) located to the north and west of Geelong.

The Growth Plan was launched by the Minister for Planning without change in April 2013 and is awaiting planning scheme implementation. The Plan was led by G21 (a Planning and Services Pillar project) in partnership with the State Government (as the key funder and manager of seven other Regional Growth Plans), VicRoads, Barwon Water, Corangamite Catchment Management Authority (CCMA) and Committee for Geelong. The Growth Plan identified the development of an Infrastructure Plan, detailed land supply analysis, identification of incentives for housing diversification in key strategic nodes and further analysis of the identified Further Investigation Areas (FIAs) adjacent to urban Geelong as priorities for an Implementation Plan.

The draft Implementation Plan was developed under the same governance and reporting structure of the Growth Plan, over a nine month period, involving extensive consultation with infrastructure providers and managers including Councils as well as other key stakeholders. Two project briefings and executive briefing processes have been previously provided to keep Council appraised of the projects development.

Council Plan / Other Strategies / Policy**A Planned Future**

Creates an attractive shire with quality buildings and spaces, accessible travel and transport, and a community that has the services and facilities it needs now and in the future; supports a prosperous economy where trade, manufacturing and business activity flourishes.

Our Goal:

Facilitate the growth, liveability and development of the shire and encourage innovation and efficiency in the local economy.

Issues / Options

Implementation Plan

The G21 Regional Growth Plan – draft Implementation Plan was released for public comment on 1 July 2013 for a six week period ending on 9 August 2013.

Following consideration of submissions and feedback and after making a number of document changes the final Implementation Plan was approved by the Project Steering Group on 28 October 2013. Its now being presented to each of the G21 Councils for consideration.

The Implementation Plan is supported by:

- a detailed Background Report including project methodology, project context, detailed analysis and supporting data. The report includes extensive analysis of the two FIAs and identifies a range of issues and challenges including those associated with too many growth fronts/over supply of land.
- five residential land supply reports (one for each municipality) and four industrial land supply reports. These reports identify land supply and supply adequacy for different residential and commercial/industrial zones at a municipal, District town and in the case of Geelong – urban Geelong and the Bellarine Peninsula. An online land supply monitoring and reporting tool was released in late July.
- a Strategic Housing Incentives Action Plan, which identifies key actions to support housing diversity and development within District Towns, identified growth areas and higher density housing nodes.

The Implementation Plan comprises three sections:

- An holistic regional level Infrastructure Plan (refer **attachment 1**) – comprising around 240 infrastructure projects across five themes (Transport, Utilities, Community, Business and Tourism, and Environment) that are considered critical at a regional or sub-regional level to drive and support the housing and employment growth directions of the Growth Plan or address major regional challenges.

Projects were identified through extensive consultation with project partners and infrastructure and service providers and through alignment with local, regional and state strategies such as council township or area Structure Plans, the G21 Public Transport Plan and Economic Development Strategy, the State Government's Freight and Logistics Plan and Metropolitan Planning Strategy. Timing and infrastructure gaps were considered based on anticipated growth levels of District Towns and an understanding of infrastructure capacity. Each project was analysed to establish levels of economic, social and environmental benefit, regional impact and level of commitment or project business case development. This has informed critical projects and priorities. All projects are represented in a series of theme maps and tables identifying status, cost and desirable delivery timeframes.

The Plan also identifies critical projects for the region such as the Great Ocean Road and link road upgrades, Geelong Ring Road and rail freight connections to Geelong Port and the Geelong Ring Road Employment Precinct (GREP), Avalon Airport precinct development and rail link as well as a number of further work priorities.

- Land supply and strategic housing incentives - The residential and industrial land supply reports identify healthy levels of zoned land supply and future supply (as yet unzoned) around the region and within District Towns as well as urban Geelong and the Bellarine Peninsula based on current growth projections and housing activity.

| Centre | Zoned (ha) | Unzoned (ha) |
|---------------------|------------|--------------|
| Geelong LGA | 18 | 14 |
| Urban Geelong | 16 | 13 |
| Bellarine Peninsula | 23 | 14 |
| Bannockburn | 13 | 25 |
| Colac | 18 | - |
| Torquay/Jan Juc | 13 | 9 |
| Winchelsea | 8 | 8 |

Based on a typical measure of zoned supply adequacy of 15 years only Bannockburn and Torquay require structure plan identified unzoned supply to be brought forward in the short term. A structure plan for Winchelsea will identify future supply stocks to meet its growth potential. From an industrial land supply perspective most centres have sufficient zoned or future zoned supply stocks. Low levels of supply for Bannockburn are being met through rezoning processes and identification of future capacity at Gheringhap.

A range of regional, District Town and strategic area (such as the central Geelong and West Fyans precincts) incentives and actions have been identified ranging from critical infrastructure provision and coordination to enable land release, to rate incentives, post code campaigns and investment promotion.

- Planning for longer term growth – comprising a detailed analysis of the two FIAs identified for medium to longer term growth to the north and west of urban Geelong.

The Plan identifies the opportunities and constraints associated with both FIA locations in terms of suitability for future housing and makes suggestions as to how to maximise the community and economic opportunities and manage site challenges such as traffic, integration, infrastructure provision and environment.

The Plan identifies the need to balance sufficient supply of housing land to maintain affordability and reasonable level of choice with the risks of too many growth fronts and an oversupply of land which include:

- spreading of infrastructure demands resulting in provision lags across multiple areas;
- higher cost of infrastructure provision resulting in higher housing costs and service pricing passed on to the community;
- impacts on current community infrastructure needs, priorities and commitments and funding capacity.

The Plan includes suggestions relating to achieving more sustainable communities and urban outcomes, managing interfaces, infrastructure planning, housing diversity and development staging, timing and future planning and policy development steps.

Based on existing and strategically (Structure Plan) identified land supply in Geelong in addition to infill housing capacity, and a development sequencing strategy linked to the efficient and affordable provision of future infrastructure the Plan suggests that:

- neither of the FIAs is required for 20 years based on current land supply levels. This is qualified by the need to regularly monitor land supply take up to ensure supply levels are responsive to changes in growth rates;
- that one FIA be developed before the other;
- that the City of Greater Geelong, not the Implementation Plan, should determine the priority FIA;
- planning policy is needed to identify the roles of the FIAs and to ensure interim land use proposals do not compromise their medium to longer term strategic outcomes.

Consultation and feedback

During the consultation period on the draft Implementation Plan and supporting documents approximately 80 community members attended one of six open houses around the region and the project website received over 4,000 visits with over 2,500 project documents downloaded. In addition to the extensive feedback from the open houses, 33 written submissions were received as well as 53 completed polls and 20 completed surveys. Generally submissions and feedback received were positive about the collaborative and holistic nature of the project as well as the quality and extent of reports, engagement materials and open house presentations.

The key issues identified in written submissions (refer **Attachment 2**), and generally reflected in poll, survey and open house responses were focused on:

- The Infrastructure Plan, including extent of projects, seeking project clarification or addition of new projects, seeking improved public transport outcomes. Submissions were received from agencies, service providers, local and state government including Department of Transport Planning and Local Infrastructure (DTPLI), Department of Early Education and Childhood Development (DEECD), CCMA, APA Group, Wyndham City Council, representative groups such as Public Transport Users Association (PTUA), Bicycle Users Geelong (BUG), Great Ocean Road Coastal Committee (GORCC), Queenscliff Community Association and Geelong Port.
- The FIAs, including; extent of the Northern FIA (with a number of submissions seeking to extend the FIA north to Hams Road or opposite Barwon Prison); seeking support for rezoning of the Lovely Banks area now; specific elements of the analysis being amended; amending directions around staging of the Western FIA; removing the strategy of one FIA being developed before the other; and removing the development timing link to land supply triggers. In addition to land owner consultant submissions, submissions from the Committee for Geelong, Urban Development Institute of Australia (UDIA) and Geelong Chamber of Commerce (GCC) reiterated concerns around timing.

No submissions were received to the Strategic Housing Incentives Action Plan and only 3 submissions were received relating to land supply reports (Geelong Residential Land Supply report) which related to suburb boundary differentiation and clarification of mapping interpretation rather than any significant commentary on the relative merits, methodology or validity of the data.

A number of submissions reflected on issues that were either outside the project scope (including local level issues or issues around environmental protection and management) or already addressed in the Growth Plan (ie role of agricultural land, the case for or against growth) or other strategies such as the G21 Economic Development Strategy.

In some cases submissions were forwarded to other project partners for local follow up or in the case of specific public transport projects the team managing the G21 Public Transport Plan.

Responses to feedback and key document changes:

More detailed responses to individual submissions can be viewed in **Attachment 2**.

A number of changes have been included in the Infrastructure Plan including:

- additional project commentary and clarification in both the Background Report and Implementation Plan particularly in the Transport theme.
- general infrastructure theme commentary particularly in the Transport (PTUA, DTPLI, BUG) and Environment themes (GORCC, CCMA).

While a number of changes to the FIAs analysis and directions have been made including clarifying analysis, additional commentary around logical extensions to notional boundaries and staging and removal of some of the FIA differences the following key elements remain:

- timeframe for FIAs – the commentary around a 20 year time frame for the need of an FIA is based on a detailed understanding of land supply and infrastructure needs, priorities and funding implications and an understanding that land supply should be regularly monitored to ensure that it keeps pace with changing growth rates (up or down). This suggestion is not trying to curtail growth opportunities but merely reflect current and forecast growth rate activity. The FIAs provide the opportunity to accommodate longer term growth or a high growth scenario in the short to medium term. The specific wording has been amended to confirm that the FIAs have a medium to longer term role based on current land supply levels in existing and identified (Structure Plan) and current growth activity neither of these sites are likely to be required for up to 20 years. This is qualified by the need to regularly monitor land supply take up, availability and adequacy to ensure supply levels are responsive to changes in growth rates or major changes in planning policy direction such as the Metropolitan Planning Strategy.
- one area should be developed before the other – there are significant infrastructure cost and provision implications of two FIAs being developed at once that substantially outweigh competition factors.

A number of other document changes have been made to the draft Plan including:

- Updating references to recently released strategies including the Victorian Freight and Logistics Plan, the Geelong Port and Land Infrastructure Plan and Metropolitan Planning Strategy, Great Ocean Road Destination Management Plan and recent directions relating to the Health and Wellbeing Plan, G21 Public Transport Strategy and commentary about the State of Australian Cities 2013 report.
- Updating specific project descriptions or timing including Geelong Northern Suburbs Community Hospital.
- Including new projects such as the Winchelsea and Bannockburn Community Health Centres following conversations with Hesse Rural Health, Winchelsea Station upgrades, Fort Queenscliff project and identifying a Lake Colac Precinct Masterplan and Batesford Quarry Lake as future projects.

- Consolidating a number of transport projects, including commentary about fast rail links and removing close to completed projects such as the Surf Coast Secondary College.

The final Implementation Plan Next steps and Review

The final Implementation Plan is now being considered for endorsement by each of the G21 Councils. Once endorsed the Implementation Plan becomes a G21 advocacy document.

It is proposed that the Implementation plan be reviewed every three years with a more regular review of Infrastructure Plan project priorities to both monitor progress and ensure the Plan is responsive to changing circumstances. It is also proposed that regular land supply monitoring be undertaken around key centres in the region. These activities are to be coordinated by the G21 Planning Services Pillar as budgets/funding permits.

Proposal

It is proposed that Council endorses the final G21 Regional Growth Plan – Implementation Plan.

Financial and Other Resource Implications

The project was undertaken with funds remaining from the Growth Plan project. The Infrastructure Plan identifies costs for major infrastructure including likely funding sources but does not commit agencies to provision within identified timeframes. Ongoing costs such as land supply updates, website hosting costs and Implementation Plan review will be subject to future budget considerations or funding submissions.

Risk Management & Compliance Issues

There are no notable risks associated with the report recommendation or Implementation Plan.

Environmental and Climate Change Considerations

The Implementation Plan includes directions for environmental infrastructure projects aimed at responding to coastal vulnerability to sea level rise and building resilience in regional, state and regional parks and coastal reserves, major rivers and bays. The suggestions for FIAs include promoting zero carbon, zero waste and sustainable transport outcomes.

Community Engagement

The community engagement strategy follows the recommendations of the Colac Otway Shire Council Community Engagement Policy of January 2010, which details five levels of engagement – inform, consult, involve, collaborate and empower.

The method selected has been consult. The draft Plan was informed by extensive consultation with infrastructure service providers and planners and other key stakeholders. The final Plan has also been informed by submissions and feedback to the draft Implementation Plan. Community engagement opportunities were promoted by direct email via partner email databases, an extensive newspaper notice campaign, media briefings, a project website including online polls and surveys, targeted community and business group phone contact, social media and the like. Six open house 'drop-in' information sessions were held around the region, while copies of the draft plan and supporting documents and information brochures were available at council customer service centres.

Implementation

Should Council adopt the officer recommendation, officers will advise the G21 RGP Implementation Plan project team of the endorsement of the Plan.

Conclusion

The draft Implementation Plan was revised in response to a number of submissions, following further discussions with project partners and infrastructure providers and to address a range of subsequent infrastructure announcements and recently released strategies. The final Implementation Plan has been approved by the Project Steering Group for consideration by Councils and, consistent with the approved governance and reporting procedures, is now being presented to the five G21 Councils for endorsement. It is considered this plan appropriately acknowledges Colac Otway Shire's interests and should be endorsed.

Attachments

1. Infrastructure List
2. Summary of Submissions
3. Implementation Plan

Recommendation(s)

That Council endorses the G21 Regional Growth Plan – Implementation Plan October 2013.

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**GENERAL BUSINESS**

| <b>ITEM</b>               |                                                                                                          |
|---------------------------|----------------------------------------------------------------------------------------------------------|
| <b><u>OM132711-14</u></b> | <b><u>MINUTES FROM YOUTH COUNCIL MEETINGS</u></b>                                                        |
| <b><u>OM132711-15</u></b> | <b><u>ITEM FOR SIGNING &amp; SEALING - STOCK UNDERPASS -<br/>ROSSMOYNE ROAD, COLAC WEST</u></b>          |
| <b><u>OM132711-16</u></b> | <b><u>ASSEMBLY OF COUNCILLORS</u></b>                                                                    |
| <b><u>OM132711-17</u></b> | <b><u>MINUTES OF THE OLD BEECHY RAIL TRAIL COMMITTEE</u></b>                                             |
| <b><u>OM132711-18</u></b> | <b><u>MINUTES FROM THE COLAC COMMUNITY LIBRARY &amp; LEARNING<br/>CENTRE JOINT COMMITTEE MEETING</u></b> |



**OM132711-14****MINUTES FROM YOUTH COUNCIL MEETINGS**

|             |               |           |           |
|-------------|---------------|-----------|-----------|
| AUTHOR:     | Rhonda Deigan | ENDORSED: | Rob Small |
| DEPARTMENT: | Executive     | FILE REF: | 11/96640  |

It has been previously agreed to by Council that the minutes of Youth Council meetings should be included in the Council agenda once any confidential items have been identified and the minutes have been confirmed by the Committee.

Attached are the minutes of Youth Council meetings held on:

- 7 October 2013
- 21 October 2013.

**Attachments**

1. Minutes - Colac Youth Council - 7 October 2013
2. Minutes - Colac Youth Council - 21 October 2013

**Recommendation(s)**

***That Council notes the minutes arising from Youth Council meetings held on:***

- ***7 October 2013***
- ***21 October 2013.***

~~~~~v~~~~~


**OM132711-15 ITEM FOR SIGNING & SEALING - STOCK UNDERPASS -
ROSSMOYNE ROAD, COLAC WEST**

| | | | |
|-------------|---------------|-----------|-----------|
| AUTHOR: | Rhonda Deigan | ENDORSED: | Rob Small |
| DEPARTMENT: | Executive | FILE REF: | 11/95455 |

Stock Underpass Agreement between Colac Otway Shire Council and R. K. Hawtin of 100 Rossmoyne Road, Colac West.

A Section 173 Agreement between Colac Otway Shire and Ross Kenneth Hawtin of 100 Rossmoyne Road, Colac West is presented for signing and sealing by Council. The Agreement relates to a stock underpass constructed by Mr Hawtin under Rossmoyne Road, Colac West and the two connecting parcels of land at either end of the underpass.

The parcels of land subject to this Agreement are described as lot 1 TP868460G (100 Rossmoyne Road, Colac West) and Lot 2 PS415430L (85 Rossmoyne Road, Colac West).

The Term of the Agreement is five (5) years with three further options of five (5) years.

Attachments

1. Agreement for Signing By Council

Recommendation(s)

That Council signs and seals the Stock Underpass Agreement between Colac Otway Shire Council and R. K. Hawtin for a stock underpass under Rossmoyne Road, Colac West.

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**OM132711-16****ASSEMBLY OF COUNCILLORS**

|             |               |           |           |
|-------------|---------------|-----------|-----------|
| AUTHOR:     | Rhonda Deigan | ENDORSED: | Rob Small |
| DEPARTMENT: | Executive     | FILE REF: | 11/96433  |

**Introduction**

The *Local Government Act 1989* (the Act) requires that records of meetings, which constitute an Assembly of Councillors, be tabled at the next practicable meeting of Council and incorporated in the minutes of the Council meeting.

**Definition**

An “assembly of Councillors” is a defined term under section 3(1) of the *Local Government Act 1989*.

It is a meeting at which matters are considered that are intended or likely to be the subject of a Council decision or the exercise of a delegated authority and which is either of the following:

- A meeting of an advisory committee where at least one Councillor is present; or
- A planned or scheduled meeting that includes at least half the Councillors and at least one Council officer.

If a meeting fits either of these types, the procedures applying to an assembly of Councillors must be complied with, irrespective of any name or description given to the committee or meeting.

**Advisory Committees**

Section 3(1) of the Act defines an advisory committee to be any committee established by the Council, other than a special committee, that provides advice to:

- *the Council; or*
- *a special committee; or*
- *a member of Council staff who has been delegated a power, duty or function of the Council under section 98.*

**Councillor briefings**

One type of meeting that is clearly an assembly of Councillors is the type of regular meeting, commonly referred to as a “Councillor Briefing” or similar name where Councillors and staff meet to discuss issues that are likely to come before Council for decision.

As part of decision making processes at Colac Otway, it is essential that Councillors are briefed on a range of issues which come before Council for consideration. As a means of providing this information, Assembly of Councillors briefings are conducted.

Assemblies are also attended by Council Officers, and sometimes other specific advisors, to provide Councillors with a detailed knowledge and understanding of issues under consideration to a level of detail that would inhibit timely decision-making, that would not be possible in an open council meeting, where decision-making related debate is governed by strict meeting procedures.

While these meetings have no authority to make Council decisions, they are generally assemblies of Councillors and subject to conflict of interest disclosures.

**What records are to be kept**

Section 80A of the Act requires that a record must be kept of an Assembly of Councillors which lists:

- the names of all Councillors and members of Council staff attending;
- the matters considered;
- conflict of interest disclosures made by a Councillor (if any are made); and
- whether a Councillor who has disclosed a conflict of interest leaves the assembly.

It is a requirement that the record of an assembly is to be reported to the next practicable ordinary meeting of Council and be incorporated in the minutes of that Council meeting.

**Assemblies of Councillors**

The following Assemblies of Councillors have been held:

- |                                        |                   |
|----------------------------------------|-------------------|
| • Friends of the Colac Botanic Gardens | 12 September 2013 |
| • Councillor Briefing Session          | 23 October 2013   |
| • Australia Day Advisory Committee     | 6 November 2013   |
| • Councillor Workshop                  | 6 November 2013.  |

**Attachments**

1. Friends of the Colac Botanic Gardens - 12 September 2013
2. Councillor Briefing Session - 23 October 2013
3. Australia Day Advisory Committee - 6 November 2013
4. Councillor Workshop - 6 November 2013

**Recommendation(s)**

***That Council notes the Assembly of Councillors reports for:***

- |                                                      |                                 |
|------------------------------------------------------|---------------------------------|
| • <b><i>Friends of the Colac Botanic Gardens</i></b> | <b><i>12 September 2013</i></b> |
| • <b><i>Councillor Briefing Session</i></b>          | <b><i>23 October 2013</i></b>   |
| • <b><i>Australia Day Advisory Committee</i></b>     | <b><i>6 November 2013</i></b>   |
| • <b><i>Councillor Workshop</i></b>                  | <b><i>6 November 2013</i></b>   |

~~~~~\ ~~~~~

OM132711-17

MINUTES OF THE OLD BEECHY RAIL TRAIL COMMITTEE

| | | | |
|-------------|--------------------------------|-----------|--------------|
| AUTHOR: | Jodie Fincham | ENDORSED: | Colin Hayman |
| DEPARTMENT: | Corporate & Community Services | FILE REF: | F11/3291 |

It has been previously agreed to by Council that the minutes of the Old Beechy Rail Trail Committee should be included in the Council agenda once any confidential items have been identified and the minutes have been confirmed by the Committee.

Attached are the Minutes and Executive Officer Report from the meeting held 5 August 2013.

Meetings are held every two months, commencing in February of each year.

Attachments

1. Executive Officer Report 5 August 2013
2. Meeting Minutes Old Beechy Rail Trail 5 August 2013

Recommendation(s)

That Council notes the Minutes and Executive Officer Report of the Old Beechy Rail Trail Committee for 5 August 2013.

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OM132711-18

# **MINUTES FROM THE COLAC COMMUNITY LIBRARY & LEARNING CENTRE JOINT COMMITTEE MEETING**

|             |                                |           |           |
|-------------|--------------------------------|-----------|-----------|
| AUTHOR:     | Colin Hayman                   | ENDORSED: | Rob Small |
| DEPARTMENT: | Corporate & Community Services | FILE REF: | 11/96219  |

It has been previously agreed to by Council that the minutes of Colac Community Library & Learning Centre Joint Committee meetings should be included in the Council agenda once any confidential items have been identified and the minutes have been confirmed by the Committee.

Attached are the minutes of Colac Community Library & Learning Centre Joint Committee meeting held on 14 August 2013.

## **Meeting held on 13 November 2013**

At the Joint Committee meeting held on 13 November 2013, the Committee accepted the resignation of Mrs Helen Paatsch from the Committee and welcomed the new committee member in Mr Russell Adams.

The Committee will be undertaking a further process to seek additional members for the Advisory Committee.

## **Attachments**

1. Colac Community Library & Learning Centre Joint Committee Meeting - 14 August 2013

## **Recommendation(s)**

### ***That Council:***

1. ***Notes the minutes, arising from the Colac Community Library & Learning Centre Joint Committee meeting held on 14 August 2013.***
2. ***Notes the resignation of Mrs Helen Paatsch from the Colac Community Library & Learning Centre Joint Committee.***
3. ***Notes the appointment of Mr Russell Adams to the Colac Community Library & Learning Centre Joint Committee.***

~~~~~v~~~~~


NOTICES OF MOTION

| ITEM | |
|---------------------------|--|
| <u>OM132711-19</u> | <u>REGIONAL AUSTRALIA COMPETITIVENESS INDEX</u> |

OM132711-19**REGIONAL AUSTRALIA COMPETITIVENESS INDEX (CR
MICHAEL DELAHUNTY)**

TAKE NOTICE that it is my intention to move at the Ordinary Council Meeting of the Colac Otway Shire to be held on 27 November 2013:

That Council:

1. Views with concern the results of the Regional Australia Competitiveness Index, produced by the Regional Australia Institute, which ranked Colac Otway Shire at 520 with respect to the 560 Local Government Areas within Australia.
2. Undertakes a strategic review of the 10 Regional Australia Institute themes of assessment in light of our regions significant geological, natural and built environmental assets with an aim of understanding and addressing constraints to competitiveness.

Recommendation

That Council consider the contents of this Notice of Motion.

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**REPORTS FROM DELEGATES TO OTHER BODIES**

| ITEM                      |                                                                         |
|---------------------------|-------------------------------------------------------------------------|
| <b><u>OM132711-20</u></b> | <b><u>MUNICIPAL ASSOCIATION OF VICTORIA - STATE COUNCIL MEETING</u></b> |



**OM132711-20****MUNICIPAL ASSOCIATION OF VICTORIA - STATE  
COUNCIL MEETING****REPORT FROM DELEGATE-****Municipal Association of Victoria (MAV) State Conference on 24/10/13 & State Council meeting on 25/10/13**

On 24 and 25 October 2013 I, Cr Stephen Hart, attended the MAV Annual Conference and State Council meetings held in Melbourne as Colac Otway Shire's delegate.

There were a number of speakers at the Conference including former Premier; The Hon Jeff Kennett, current Minister for Local Government; The Hon Jeanette Powell, former leader of the Australian Democrats; Natasha Stott Despoja and current Minister of Planning; The Hon Matthew Guy as well as other speakers. There was a particularly interesting talk by Mr Rupert Flury, a senior partner in Lloyds & Partners (UK) about the insurance risks associated with climate change and what effect that may have on Councils.

At the State Council meeting 50 resolutions submitted by members, plus some late motions, were considered by Councillor Delegates. The resolutions that were adopted are included as an attachment. The adopted resolutions become policy of the MAV.

Most are fairly straight forward resolutions, even if the solution to the issue isn't. Some examples are requests for improved library funding, a program of funding for adaptation planning and infrastructure development in response to sea level rise and improved funding for School Crossing Supervisors.

Some resolutions, however, are poorly considered and place the MAV in the situation where it is pursuing legitimate concerns in a clumsy way. For example, the MAV State Council has adopted a resolution to campaign for a referendum for the Constitutional recognition of Local Government "within the current term of the Commonwealth Government." For a referendum to be successful a case has to be made to the extent that there is widespread community based support. Specifying a deadline for the referendum puts the matter at risk, again. Another resolution pursues a review of road safety regulations, a reasonable request, but then goes on to say it is "with a view to increasing the minimum level of visible transmission from the existing 35% requirement" for car window tinting of front side windows. Whilst this might be an aspect needing review I question whether the community would consider it should be the priority of the MAV. There may be other road safety issues that are more pressing.

I was disappointed that the State Conference didn't give Delegates a proper opportunity to discuss and share concerns about Local Government issues with the MAV. Rather, it was a series of lectures, albeit; interesting and relevant ones. I note that there is a MAV Regional Delegates forum scheduled for 19 November 2013 at Warrnambool. This is effectively after the deadline to write a report for the November Council meeting but will have taken place by the time the November Council meeting is held. This will be an opportunity to raise concerns that couldn't be raised in the State Conference format.

**Attachments**

1. MAV State Council Resolutions - October 2013

**Recommendation**

***That Council notes the report from the Council's Municipal Association of Victoria Delegate regarding the State Conference and State Council.***

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IN COMMITTEE

Recommendation

That pursuant to the provisions of Section 89(2) of the Local Government Act, the meeting be closed to the public and Council move “In-Committee” in order to deal with:

| SUBJECT | REASON | SECTION OF ACT |
|--|--|--------------------------------|
| Disclosure of Bluewater Fitness Centre Contract Resolution and Memo | this matter deals with contractual matters; AND this matter deals with a proposed development; AND this matter may prejudice the Council or any person | Section 89 (2) (d) (e) (h) |
| Confidential Memo & Emails for Consideration - 2014 Colac Otway Shire Australia Day Award Nominations/Bluewater Fitness Centre Redevelopment | this matter deals with personnel matters; AND this matter deals with contractual matters; AND this matter deals with legal advice; AND this matter may prejudice the Council or any person | Section 89 (2) (a) (d) (f) (h) |
| Contract 1325 - Supply and Delivery Of Street Sweeper | this matter deals with contractual matters | Section 89 (2) (d) |
| Contract 1326 - Supply and Delivery of Tip Truck and Dog Trailer | this matter deals with contractual matters | Section 89 (2) (d) |
| Australia Day Awards 2014 | this matter may prejudice the Council or any person | Section 89 (2) (h) |
| Item for Signing and Sealing - Assignment of Lease – Lake Colac Caravan Park | this matter deals with contractual matters; AND this matter may prejudice the Council or any person | Section 89 (2) (d) (h) |
| Item for Signing and Sealing - Assignment of Lease - Forrest Caravan Park | this matter deals with contractual matters; AND this matter may prejudice the Council or any person | Section 89 (2) (d) (h) |



ORDINARY COUNCIL MEETING

WEDNESDAY, 27 NOVEMBER 2013

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COLAC OTWAY SHIRE COUNCILLOR CODE OF CONDUCT



This Code of Conduct was adopted by resolution of the Colac Otway Shire on 27 February 2013

COUNCILLOR CODE OF CONDUCT

1. INTRODUCTION

As Councillors of the Colac Otway Shire we are committed to working together in the best interests of the people within our municipality and to discharging our responsibilities to the best of our skill and judgment.

Our commitment to working together constructively will enable us to achieve Council's vision "*Council will work together with our community to create a sustainable, vibrant future*" in a manner that is consistent with our values:

- *Respect*
- *Integrity*
- *Goodwill*
- *Honesty*
- *Trust*

The primary role of the Council is to provide leadership for the good governance of the Colac Otway Shire. The role of the Council also includes:

- 1.1 acting as a representative government by taking into account the diverse needs of the local community in decision making;
- 1.2 providing leadership by establishing strategic objectives and monitoring their achievement;
- 1.3 maintaining the viability of the Council by ensuring that resources are managed in a responsible and accountable manner;
- 1.4 advocating the interests of the local community to other communities and governments;
- 1.5 acting as a responsible partner in government by taking into account the needs of other communities; and
- 1.6 fostering community cohesion and encouraging active participation in civic life.

2 COUNCILLOR CONDUCT PRINCIPLES

Primary principle of Councillor conduct

It is a primary principle of Councillor conduct that, in performing the role of a Councillor, a Councillor must:

- act with integrity;
- impartially exercise their responsibilities in the interests of the local community; and
- not improperly seek to confer an advantage or disadvantage on any person.

General Councillor conduct principles

In addition to acting in accordance with the primary principle of Councillor conduct, in performing the role of a Councillor, a Councillor must:

- avoid conflicts between their public duties as Councillors and their personal interests and obligations;
- act honestly and avoid statements (whether oral or in writing) or actions that will or are likely to mislead or deceive a person;

Colac Otway Shire – Councillor Code of Conduct – 27 February 2013

- treat all persons with respect and will show due regard to the opinions, beliefs, rights and responsibilities of other Councillors, council officers and other persons;
- exercise reasonable care and diligence and will submit to the lawful scrutiny that is appropriate to their office;
- endeavour to ensure that public resources are used prudently and solely in the public interest;
- act lawfully and in accordance with the trust placed in them as an elected representative;
- act in accordance with Local Law No 4; and
- support and promote these principles by leadership and example so act in a way that secures and preserves public confidence in the office of Councillor.

3 ADHERENCE TO CODE OF CONDUCT

All Councillors confirm that they will adhere to these principles in their general conduct as Councillors and specifically by:

- 3.1 Treating all people with **courtesy and respect**, recognising that there are legitimate differences in opinions, race, culture, religion, language, gender and abilities. This includes:
 - 3.1.1 treating members of the community with dignity and ensuring that neither offence nor embarrassment are caused;
 - 3.1.2 treating fellow councillors with respect, even when disagreeing with their views or decisions;
 - 3.1.3 debating contentious issues without resorting to personal acrimony or insult;
 - 3.1.4 ensuring their punctual attendance at Council and committee meetings; and
 - 3.1.5 acting with courtesy towards Council staff and avoiding intimidating behaviour.
- 3.2 Councillors will always act with **integrity and honesty**:
 - 3.2.1 being honest in all dealings with the community, with other Councillors and with Council staff;
 - 3.2.2 always acting with impartiality and in the best interests of the community as a whole;
 - 3.2.3 not acting in ways that may damage the Council or its ability to exercise good government;
 - 3.2.4 exercising reasonable care and diligence in performing their functions as councillors; and
 - 3.2.5 complying with all relevant laws, be they Federal, State or Local Laws.
- 3.3 Councillors recognise that they hold a **position of trust** and will not misuse or derive undue benefit from their positions:
 - 3.3.1 Councillors will avoid conflicts of interest and comply with the relevant provisions of the Act and this Code relating to interests and conflicts of interest;

Colac Otway Shire – Councillor Code of Conduct – 27 February 2013

- 3.3.2 Councillors will not exercise undue influence on other Councillors, members of Council staff or members of the public to gain or attempt to gain an advantage for themselves; and
 - 3.3.3 Councillors will not accept gifts in their role as councillor, or where accepting gifts could be perceived to influence the councillor. To address this matter, Councillors will adhere to the Gifts, Benefits and Hospitality Policy.
- 3.4 Councillors will exercise appropriate prudence in the use of **Council resources**. This includes:
- 3.4.1 maintaining appropriate separation between their personal property and Council property in the care of the Council;
 - 3.4.2 not using Council resources, including staff, equipment and intellectual property for electoral or other personal purposes;
 - 3.4.3 ensuring that Council resources are always used effectively and economically and for the purposes for which they are provided;
 - 3.4.4 ensuring that Council resources are not used in a way that creates an impression of Council endorsement; and
 - 3.4.5 ensuring that claims for out of pocket expenses are accurate and relate strictly to Council business.
- 3.5 Councillors will treat **Council information** appropriately, by:
- 3.5.1 not using information gained by virtue of being a Councillor for any purpose than to exercise their role as a Councillor;
 - 3.5.2 respecting the Council's policies in relation to public comments and communications with the media (refer section 9);
 - 3.5.3 not releasing information deemed 'confidential information' in accordance with section 77 of the Act (refer section 5);
 - 3.5.4 recognising the requirements of the Information Privacy Act 2000 regarding the access, use and release of personal information; and
 - 3.5.5 not disclosing to a third party comments, questions or concerns raised or purportedly raised by another Councillor in a workshop, briefing or similar discussion that was not open to the general public.

4 COUNCIL DECISION MAKING

Councillors recognise that as elected representatives of the Community, they have an obligation to understand the legal framework established under the provisions of the *Local Government Act* and in doing so:

- 4.1 Accept that decisions of Council can only be made at a formally constituted Council meeting and that individual Councillors do not have decision making power.
- 4.2 Commit to making decisions based on adopted Council policies unless Council has resolved that the policy be reviewed.
- 4.3 Accept and respect that the functions and role of the Chief Executive Officer are defined by the Local Government Act 1989 and that the CEO's accountability is solely to the Council as a whole.

Colac Otway Shire – Councillor Code of Conduct – 27 February 2013

- 4.4 Accept the importance of a healthy working relationship between the Mayor and the Chief Executive Officer and will assist where appropriate in facilitating the relationship.
- 4.5 Acknowledge the value of workshops and briefing sessions for Councillors to suggest ideas, raise issues and provide input to policy and other decision making.
- 4.6 Accept that decisions of the Council are binding on the whole Council.
- Without compromising the rights of individual Councillors to maintain their opposition to a Council decision, all Councillors will accept and respect the decision made by the majority of Councillors through the democratic process.
- While it is acceptable for an individual Councillor to publicly state that they did or did not vote in favour of any Council decision, this shall be done in a manner which is respectful of the Council's decision and which does not undermine the authority or public perception and standing of the Council or any other Councillor.
- 4.7 Recognise and respect the role and precedence of the Mayor at all Council proceedings within the Shire as the representative of the Council, including Council sponsored functions, unless the Mayor has arranged for another Councillor to represent the Council or where the Council in the absence of the Mayor appoints an acting Mayor or Chairperson to preside at Council or Committee meetings and respect the position of Mayor. Where a Deputy Mayor has been appointed by Council the Deputy Mayor would preside.
- 4.8 Accept that when a Councillor is appointed by the Council as a member of an external committee the Councillor will:
- represent the views of the Council where they are known;
 - not forecast or pre-empt the views of Council;
 - report to Council on any major issues or decisions of the Committee; and
 - recognise that formal decisions made by the Committee are binding on the Committee as a whole.

5 CONFIDENTIAL INFORMATION

Councillors acknowledge that they will comply with their obligations under s77 of the *Local Government Act* in relation to confidential briefings or information (as defined under the Act) and recognise that this obligation extends to ensuring the safekeeping of confidential information.

6 COMMUNICATION AND INFORMATION REQUESTS

Councillors acknowledge that all requests made by Councillors for briefings from council officers or access to information on council files should be registered and reported. This obligation does not apply to requests for clarification/explanation of items on a forthcoming council agenda.

6.1 Communication between Councillors and the Organisation

Councillors support a strong, open, professional and partnership relationship between the Council and the Council organisation to assist in achieving Council's objectives by using the following protocols for communication:

- 6.1.1 Recording and submitting requests for service to Customer Services for entry into the Council's customer request system.

Colac Otway Shire – Councillor Code of Conduct – 27 February 2013

- 6.1.2 Providing feedback and raising any issues of concern directly with the Chief Executive Officer and not with the staff members or via the media. Issues of concern include but are not restricted to:
- behaviour or actions of Council staff members;
 - reports and publications prepared by the Council organisation;
 - service delivery standards; and
 - strategy or direction of the Council organisation.
- 6.1.3 Acting with courtesy towards Council staff in all situations respecting the need for staff to have a quiet work area free of significant interruptions and/or inappropriate behaviours.

6.2 Councillor Requests for Information

Councillors require information in order to undertake their role as Councillors. The organisation must take into account a range of factors in considering the information request such as the Information Privacy Act (including the responsibility of the organisation to remove identifying details), resources and workload, whether the information relates to a new issue, an issue currently before Council or a matter already dealt with by Council, and whether the information should be provided to the requesting Councillor only or to all Councillors.

In general most requests for information will be made at Councillor Workshops, briefing sessions or committees where Councillors and officers as a group can properly understand the nature of the request any implications, resource issues and timelines. In responding to information requests outside these forums the following principles will apply:

- 6.2.1 Requests for information should be made to the Chief Executive Officer or the relevant General Manager.
- 6.2.2 Requests that are able to be carried out without impacting on existing priorities, workload or resources will be undertaken promptly.
- 6.2.3 Requests for information relating to an issue currently before Council should be treated with priority so that Councillors have the information they need to make informed decisions at Council meetings.
- 6.2.4. Where the information is very specific (such as a constituent specific issue) it will be provided only to the requesting Councillor.
- 6.2.5 Where the information is more general, such as relating to an issue currently before Council, the information will be provided to all Councillors.
- 6.2.6 If the information cannot be provided without significantly impacting on existing priorities, workload or resources or if the information request relates to information about an issue which has already been dealt with by Council, the information request can be put to Council for a decision. If the requesting Councillor wishes, an officer report would be put to Council outlining the request, the impact and context of the request to enable Council to make an informed decision as to whether the information request should be implemented by the organisation.
- 6.2.7 If the information cannot be provided within a few days or cannot be provided without agreement of Council, the requesting Councillor will be contacted and advised of the likely timeline and/or process for providing the information.

7 COUNCILLOR AND STAFF RELATIONSHIPS

- 7.1 Effective Councillors and staff work together as part of the Council team.
- 7.2 The teamwork of Councillors and staff is based on mutual respect and cooperation to achieve the Council's strategic and corporate goals and implement its policies.
- 7.3 To achieve the teamwork approach, Councillors and staff need to:
 - 7.3.1 develop mature and constructive working relationships based on mutual trust;
 - 7.3.2 establish an effective means of communication and be clear about the distinction in the roles of Councillors and staff and how they work together for the benefit of the community;
 - 7.3.3 avoid imputing improper motives to any other Councillor or staff member or making improper personal reflections upon their character or integrity;
 - 7.3.4 not use their position to improperly influence an individual to gain an advantage for themselves or others; and
 - 7.3.5 agree to a principle of a 'no surprises' approach to Council issues and meeting agendas.
- 7.4 In addition to the above:
 - 7.4.1 Councillors must not direct Council officers or employees. This is solely the responsibility of the Chief Executive Officer;
 - 7.4.2 matters of concern that Councillors may have in relation to another Councillor should be raised with the Mayor. If the concern relates to the Mayor, it should be raised with the Chief Executive Officer;
 - 7.4.3 a Councillor's concern in relation to any officer or employee should be raised with the Chief Executive Officer who is entirely responsible for staff; and
 - 7.4.4 any matters of concern in relation to the Chief Executive Officer should be raised with the Mayor.

8 USE OF COUNCIL RESOURCES (INCLUDING FUNDS AND PROPERTY)

- 8.1 Council resources are to be used effectively and economically:
 - 8.1.1 we will maintain adequate security over Council property, facilities and resources provided to us to assist in performing our role;
 - 8.1.2 we will not use Council resources, including services of Council staff, for private purposes, unless legally or properly authorised to do so; and
 - 8.1.3 we will not use public funds or resources in a manner that is improper or unauthorised.

9 COMMUNICATION WITH THE MEDIA

Councillors will endeavour to ensure that the messages communicated through the media are clear and consistent, and positively portray the Council as a decisive and responsible governing body.

- 9.1 The Mayor will provide official comment to the media on behalf of Council where the matter is of a political, controversial or sensitive nature. This includes:

Colac Otway Shire – Councillor Code of Conduct – 27 February 2013

- 9.1.1 State-wide political issues affecting Local Government;
 - 9.1.2 contentious local issues that impact the community that do not relate directly to the business of Council, but to the representation of the community;
 - 9.1.3 issues pertaining to policy and Council decisions; and
 - 9.1.4 issues relating to the strategic direction of the Council. The Mayor may nominate another Councillor to make official comment on behalf of the Council, where appropriate.
- 9.2 The Chief Executive Officer is the official spokesperson for all operational matters pertaining to the Colac Otway Shire as an organisation including:
- 9.2.1 staffing and structure of the organisation; and
 - 9.2.2 corporate issues relating to service provision or the day-to-day business of Council.
- 9.3 Councillors will work positively with the Media to enhance the reputation of the Council and the organisation by:
- 9.3.1 only reporting a Council position, if this position has been reached through a decision of the Council (in a Council meeting) and not pre-empt, debate or forecast the outcome of a pending Council decision with the media or other public forum;
 - 9.3.2 where warranted give recognition to Council staff and the organisation for achievements and positive results; and
 - 9.3.3 limiting criticism of Council staff to private meetings with the Chief Executive Officer or alternatively at a closed meeting of Council.
- 9.4 Individual Councillors are entitled to express independent views through the media, however Councillors will make it clear that any unofficial comment is a personal view, and does not represent the position of the Council as a whole. When a Councillor is expressing an independent view they are required to adhere to the other requirements of the Code of Conduct.

10 SOCIAL MEDIA

Social Media is a communication tool that should be approached with the same level of consideration that Colac Otway Shire gives to the mainstream media and the use of it is to be consistent with the requirements of the Code of Conduct.

11 CONFLICT OF INTEREST PROCEDURES

The Council is committed to making all decisions impartially and in the best interests of the whole community. It therefore recognises the importance of fully observing the requirements of the Act in regard to the disclosure of conflicts of interest.

For the purpose of this Code, "direct interest", "indirect interest" and "conflicts of interest", have the meanings specified in the Act.

Councillors will comply with all the provisions of the Act in regard to Conflicts of Interest:

Colac Otway Shire – Councillor Code of Conduct – 27 February 2013

- 11.1 If the Councillor considers that they have a **direct or indirect interest** in a matter before the Council, a special committee of council or an assembly of councillors, they have a conflict of interest.
- 11.2 If a Councillor has a **conflict of interest** in a matter they will comply with the requirements of the Act and must:
- disclose the conflict of interest immediately before the matter is considered;
 - notify the Mayor/Chair that they are leaving the meeting; and
 - leave the room and any area where they can see or hear the meeting until the matter has been concluded.
- 11.3 If a Councillor considers that they have a personal interest in relation to a matter that is in conflict of interest with their public duty in relation to the matter, the Councillor may immediately before the matter is considered at the relevant meeting, apply to the Council or special committee to be exempted from voting on the matter.

In addition to the requirements of the Act:

- 11.4 Councillors will give early consideration to each matter to be considered by the Council, special committee of which the councillor is a member, or assembly of councillors, to ascertain if they have a conflict of interest.
- 11.5 Councillors recognise that the legal onus to determine whether a conflict of interest exists rests entirely with the individual councillor and that Council officers cannot offer any advice in relation to potential conflicts.
- Concerns about the result of a Council decision should not influence the Councillor's decision about whether to disclose a conflict of interest. The Councillor's responsibility to disclose a conflict of interest overrides any other obligation a Councillor as a decision maker.
- 11.6 If the Councillor considers that they may be unable to vote on a matter because of a conflict of interest, they will notify, as soon as possible, the Mayor or the Committee Chair, depending on whether the matter is to be considered by the Council, a special committee, or an assembly of councillors, as well as the Chief Executive Officer.

12 DISPUTE RESOLUTION PROCEDURES

- 12.1 Before commencing any formal dispute resolution process, the councillors who are parties to any disagreement will endeavour to resolve their differences in a courteous and respectful manner, recognising that they have been elected to represent the best interests of the community. Councillors may seek assistance in resolving their differences.
- 12.2 In the event of any dispute occurring where councillors are unable to resolve interpersonal conflicts that adversely affect the operation of the Council, the parties to the dispute agree to work together to try to resolve the dispute and will agree to the appointment of a mediator nominated by the Chief Executive Officer and acceptable to both parties, or failing agreement, nominated by the President of the Municipal Association of Victoria and appointed by the Chief Executive Officer, if they are unable to resolve the dispute within seven (7) days.
- 12.3 If a mediator is appointed, all Councillors agree to cooperate with the dispute resolution process and use their best endeavours to assist the mediator when requested.
- 12.4 In the event that a dispute cannot be resolved through application of these

Colac Otway Shire – Councillor Code of Conduct – 27 February 2013

processes, it may be referred to a Councillor Conduct Panel under Section 81B of the *Local Government Act 1989* in respect of a Councillor's conduct. An application can be made by a Councillor a group of Councillors, or Council by resolution.

- 12.5 The dispute resolution procedure is not intended to resolve differences in policy or decision making, which are appropriately resolved through debate and voting in Council and Committee meetings.

13 STATUTORY REQUIREMENTS

In accordance with section 76C of the *Local Government Act 1989* Council is required to review the Councillor Code of Conduct within the period of 12 months after a general election.

It is acknowledged that in accordance with the legislation, this Code addresses the statutory requirements set out in section 76C of the Act, namely it:

- Includes Councillor Conduct principles.
- Sets out processes for resolving disputes between Councillors.
- Includes other matters relating to the conduct of Councillors which the Council considers appropriate.

Colac Otway Shire – Councillor Code of Conduct –

14 COUNCILLOR'S SIGNATURES

ENDORSEMENT

This Code of Conduct was adopted by the Council on and is signed by the following councillors:

SIGNATURES

Cr Brian Crook

.....

Cr Michael Delahunty

.....

Cr Stephen Hart

.....

Cr Frank Buchanan

.....

Cr Lyn Russell

.....

Cr Chris Smith

.....

Cr Terry Woodcroft

.....



COUNCIL POLICY

| | |
|---------------------------------|------------------------------|
| Council Policy Title: | Events Policy |
| Council Policy ref. no: | 12.7 |
| Responsible Department: | Recreation, Arts and Culture |
| Date of adoption/review: | |

1. INTRODUCTION

This policy defines Council's role in supporting, managing and evaluating events. It outlines the process for communicating about events and for determining the level of Council support. This policy is designed to support the Local Law for events by providing a framework for the operations of Council in relation to events.

Council recognises the significant economic, social and cultural benefits that events bring to the community. Many annual events deliver economic benefits and provide the opportunity to develop the area as a tourism and leisure destination on a local, national and international level.

Events can include but are not restricted to cultural, historical, artistic (music, theatre, visual) sporting, culinary and environmental events, or could include markets, festivals and shows. Events should enhance the region's profile, develop community co-operation and cohesion, build local skills or in other ways have a positive impact on the local community.

Council is committed to ensuring that events are run safely and all compliance requirements are met, whilst minimising negative impacts upon the community. Council assists with education and skill development for event organisers, many of whom are volunteers.

2. OBJECTIVES / PURPOSE

The objectives of the Events Policy are to:

- a. Promote and encourage events in the Colac Otway Shire which enhance the resident, participant and visitor experience.
- b. Set principles for determining the level of Council support for events.
- c. Ensure that risks are minimised and there is compliance with regulatory requirements during events.
- d. Provide a framework for the approval, communication and evaluation of events.

3. DEFINITIONS (where required)

“event” means any planned activity open to the public held on Council owned or managed land where any structure (permanent or temporary), open area, or road, (fenced or unfenced) will contain a number of persons greater than that normally found in that area or location at one time. This activity may affect the location surrounding the area prior to, during or after the activity, and includes:

- Sporting activities, whether conducted in an enclosed or unenclosed ground/venue (but does not include a regular, locally focussed and organised sporting competition at a venue built for that sport);
- One off or annual events such as religious meetings held in parks/sporting venues, rock concerts, promotional events and the like;
- Live performances and concerts; and
- Festivals.

“event organiser” means a commercial entity, community group or individual who undertakes the planning, control, management and/or implementation of an *event*.

“private land” means any land which is not *Council land* nor land occupied or under the control or management of a public body.

4. POLICY

a. Promote and encourage events in Colac Otway which enhance resident, participant and visitor experience

Council supports a diverse and sustainable program of events spread throughout the year and across the Shire. This maximises the economic and social benefits to Colac Otway Shire businesses, community groups and the broader community.

A quality events program brings additional visitation to the Shire as well as improving the quality of life for local residents and visitors already in the region. There are significant health and social benefits resulting from events as well as the opportunity to showcase the cultural and heritage values of the region.

b. Set principles for determining the level of Council support for events

Council provides financial and in kind support for events.

Financial support: Council provides funding for community and commercial events through the annual Festival and Events Support Scheme. Funding is determined in accordance with the Festival and Events Support Scheme Guidelines (see attachment 1).

In kind support: In kind support is provided in many forms including but not limited to:

- Event planning advice
- Marketing support
- Assistance with planning an event and completing necessary permit applications
- Supply of marquees and other event related equipment.

Eligibility to receive in kind support and the level of in kind support provided is determined by Council's Festival and Event Support Scheme guidelines (see attachment 1).

c. Ensure that risks are minimised and there is compliance with regulatory requirements during events

The event permit requires a rigorous risk minimisation process consistent with Council's Risk Management Policy. All event permits issued by Council must have approved risk and emergency management plans. All events must show proof of current public liability insurance, and where required Health, Planning and Places of Public Entertainment permits must also be obtained.

Event organisers will be required to contact relevant agencies identified by Council to seek advice in relation to their event. Examples of such agencies may include but is not limited to; Vic Roads, Victoria Police, Ambulance Victoria, Country Fire Authority, Department of Environment and Primary Industries, Parks Victoria etc. In some cases, approval from these agencies will be required by Council to enable an event permit to be issued.

d. Provide a framework for the approval, communication and debrief of events

Approvals

Decisions regarding the approval of new events in the Shire, or significant changes to existing events, are made through consultation with the Council's "E (Events) Team."

Council applies a cross-organisational approach to the planning and approval of all events in the Shire that have impact on residents and visitors. The Recreation, Arts and Culture Unit (Events section) is responsible for facilitating E Team meetings with event organisers. The E Team is an interdepartmental team of Colac Otway Shire Council officers responsible for facilitating and co-ordinating the E Team goals when planning to enhance community safety and statutory compliance in relation to public events.

The purpose of the E Team is to facilitate and co-ordinate communication between Council, event organisers, event stakeholders (other agencies) and Colac Otway residents and traders regarding event planning, development, implementation and approval of events held within the Colac Otway Shire.

Event organisers conducting events on Council owned or managed land are requested to attend pre and post event E Team meetings. The E Team also facilitates related approvals such as Health, Local Laws and Places of Public Entertainment permits. The responsibility for issuing event permits rests with Council's E Team.

Council also co-ordinates the Municipal Emergency Management Planning Committee which provides for the formation of specialist sub Committees which undertake specific work. The MEMPC Events Sub Committee is one of three such specialist groups. The objective of the MEMPC Events Sub Committee is to enhance fire and emergency management arrangements for events in the Colac Otway Shire.

Communication

Information about events is provided to the public using a range of forums, including but not limited to Council's website, Council's calendar of event seasonal brochure and poster production, local papers, social media and other forms of promotion.

Debrief and evaluation

The E Team conducts a formal Debrief with event organisers where required. This Debrief assesses the appropriateness of the level and type of support provided by Council, identifies any issues to be addressed for future events and provides an evaluation of the overall success of the event.

For Council supported events, organisers are also required to complete a post event evaluation form, with data such as the number of people who attended and the amount of money that the event generated. This information is collated by Council.

Council also assists event organisers to evaluate the viability and sustainability of their events.

5. IMPLEMENTATION AND REVIEW

This Policy will be reviewed by Council within four years of it coming into operation.

6. RELATED LEGISLATION (where appropriate)

Victorian legislation:

- *Crown Land (Reserves) Act 1978*
- *Local Government Act 1989*
- *Building Act 1993*
- *Food Act 1984*
- *Road Management Act 2004*
- *Planning and Environment Act 1987*
- *Occupational Health and Safety Act 2004*
- *Liquor Control Reform Act 1998*
- *Working with Children Act 2005*
- *Fundraising Act 1998*

7. RELATED POLICIES / PROCEDURES / GUIDELINES (where appropriate)

- Colac Otway Shire - Council Plan 2013 - 2017
- Colac Otway Shire Local Law
- Colac Otway Shire Events Strategy 2007-2011
- Festival and Events Support Scheme Guidelines and Application
- Colac Otway Shire Event Application
- Colac Otway Shire Event Guidelines (under review)
- Guidelines for considering the closure of the Great Ocean Road to conduct events
- Municipal Emergency Management Planning Committee (MEMPC) Event Sub Committee Terms of Reference
- Events Register listing all events
- Planning Permit Application Form

- Event Permit Application
- Event Permit
- POPE (Places of Public Entertainment permit) Application
- POPE (Places of Public Entertainment permit)

External Documents

- Event Management: Planning Guide for Event Managers in Victoria, 2002

ADOPTED / AMENDMENT OF POLICY

| Policy Review Date | Reason for Amendment |
|---------------------------|-----------------------------|
| | |
| | |



**INSTRUMENT OF DELEGATION
SPECIAL COMMITTEE**

Old Beechy Rail Trail Committee

Pursuant to and in the exercise of the power conferred by section 86 of the Local Government Act 1989, Colac Otway Shire Council delegates to a Special Committee to be known as the **Old Beechy Rail Trail Committee** (established by resolution made on 26 September 2001 those functions, duties and powers set out in clauses 4 and 5 of Schedule titled Old Beechy Rail Trail Committee Charter (as amended)).

1. **This Instrument of Delegation** is authorised by a resolution of Council, passed on 27 November 2013.
2. **The Delegation:**
 - a) comes into force immediately the common seal of Council is affixed to this Instrument of Delegation;
 - b) remains in force until Council resolves to vary or revoke it;
 - c) is subject to any conditions and limitations set out in the Schedule; and
 - d) must be exercised in accordance with any guidelines or policies which Council from time to time adopts.
3. All members of the committee will have voting rights on the committee.

THE COMMON SEAL of the)
COLAC OTWAY SHIRE COUNCIL)
was hereunto affixed in accordance)
with Local Law No. 4)

..... Chief Executive Officer

OLD BEECHY RAIL TRAIL COMMITTEE SPECIAL COMMITTEE

CHARTER

1. Definitions

- “Council” means Colac Otway Shire Council
“Committee” means this Special Committee of Council as constituted pursuant to Section 86 of the *Local Government Act 1989*

2. Membership

- 2.1 Committee members (other than Council representatives) shall be appointed for a 3 year term by Council resolution.
- 2.2 Council representatives on the Committee will be appointed annually by Council resolution.
- 2.3 Committee membership may consist of:
- 2.3.1 two representatives from each of:
- Gellibrand/Kawarren area;
 - Beech Forest Progress Association;
 - Lavers Hill & District Progress Association;
 - the Colac area; and
 - Council (one Councillor and one member of Council staff); and
- 2.3.2 one representative from each of:
- Midway Plantations;
 - Parks Victoria;
 - Department of Environment and Primary Industries (DEPI);
 - Otway Scenic Circle Association;
 - Landowner ;
 - Friends of the Old Beechy Rail Trail; and
 - User groups such as walking and cycling groups.
- 2.4 With the exception of Council appointees, the Committee may by resolution declare a position vacant:
- 2.4.1 where a member has failed to attend 3 consecutive meetings without leave;
- 2.4.2 where a member has resigned from the Committee in writing;
- 2.4.3 on the advice of Council; or
- 2.4.4 where the Committee resolves to vacate a member's position subject to the agreement of Council.

2.5 Casual vacancies during the 3 years may be filled by the Committee by recommending to Council a replacement for Council to approve by resolution.

2.6 Temporary appointments to the Committee may be made by Council, as required, on the recommendation of the Committee.

3. Meetings

3.1 The Committee must annually appoint a chairperson from among its members. If the Committee fails to appoint a Chairperson the Council will make an appointment.

3.2 In the absence of a chairperson, the Committee may appoint an acting chairperson.

3.3 The Committee must meet at least 4 times each year.

3.4 Meetings will be held at such times and places fixed by the Committee.

3.5 Special meetings may be called by the chairperson or on the written request of at least 3 committee members.

3.6 Committee members must have at least 3 clear days written notice of meetings.

3.7 Meetings of the Committee which, in the opinion of the Committee, may prejudice Council must be closed to the public including meetings dealing with sensitive land management issues, proposed developments and legal and contractual matters.

3.8 The quorum for a Committee meeting is at least half of the members, at least one of whom must be a member of Council staff or Councillor.

3.9 All Committee members will have equal voting rights, but in the case of a tied vote the Chairperson will have a casting vote.

3.10 The chairperson must ensure that minutes of Committee meetings are kept.

4. Committee Functions

4.1 The Committee is responsible for:

4.1.1 development of strategic plans for future management and maintenance;

4.1.2 ensuring effective means of communication to encourage community participation and ownership; and

4.1.3 management and maintenance of the Old Beechy Rail Trail.

4.2 The Committee's corporate governance factors include:

4.2.1 defining and monitoring strategic direction;

4.2.2 defining policies and procedures to ensure operation with legal and social responsibilities; and

4.2.3 establishing control and accountability systems.

5. Delegated Power

To carry out the functions and responsibilities listed in clause 4 above, Council delegates to the Committee the power to:

- 5.1 set strategic direction and guidance policies with respect to the Old Beechy Rail Trail;
- 5.2 implement the strategic policies outlined in clause 5.1 above;
- 5.3 develop and implement a Management Plan for the Old Beechy Rail Trail;
- 5.4 accept gifts, donations and bequests by the public towards projects associated with the Old Beechy Rail Trail;
- 5.5 incur expenditure with respect to the Old Beechy Rail Trail provided that the expenditure does not exceed annual budget parameters specified by Council and report to Council on a quarterly basis;
- 5.6 set Committee meeting dates;
- 5.7 appoint advisers to the Committee as appropriate and engage people to carry out minor works and improvements to the Old Beechy Rail Trail within approved budget parameters;
- 5.8 apply for relevant funding opportunities for the improvement and maintenance of the Old Beechy Rail Trail;
- 5.9 Make recommendations to Council in relation to:
 - 5.9.1 an annual indicative works program be submitted by the Committee;
 - 5.9.2 contracts, licences and leases to be entered into for the management and maintenance of the Old Beechy Rail Trail;
 - 5.9.3 monitoring behavior and withdrawing invitations to enter the Old Beechy Rail Trail;
 - 5.9.4 planning and other policy matters affecting the Old Beechy Rail Trail;
 - 5.9.5 accepting the grant of the benefit of easements in favour of Council with respect to the Old Beechy Rail Trail; and
 - 5.9.6 maintenance and major works on the Old Beechy Rail Trail.
- 5.10 direct a Committee member to discuss arrangements with a wide range of land owners - including private land owners, statutory authorities and government departments - to allow for access, management, improvement, enhancement and maintenance of the Old Beechy Rail Trail and related infrastructure;
- 5.11 authorise vehicles on the Old Beechy Rail Trail subject to the completion of a Risk Assessment report; recreation vehicles will be subject to Council Policy;

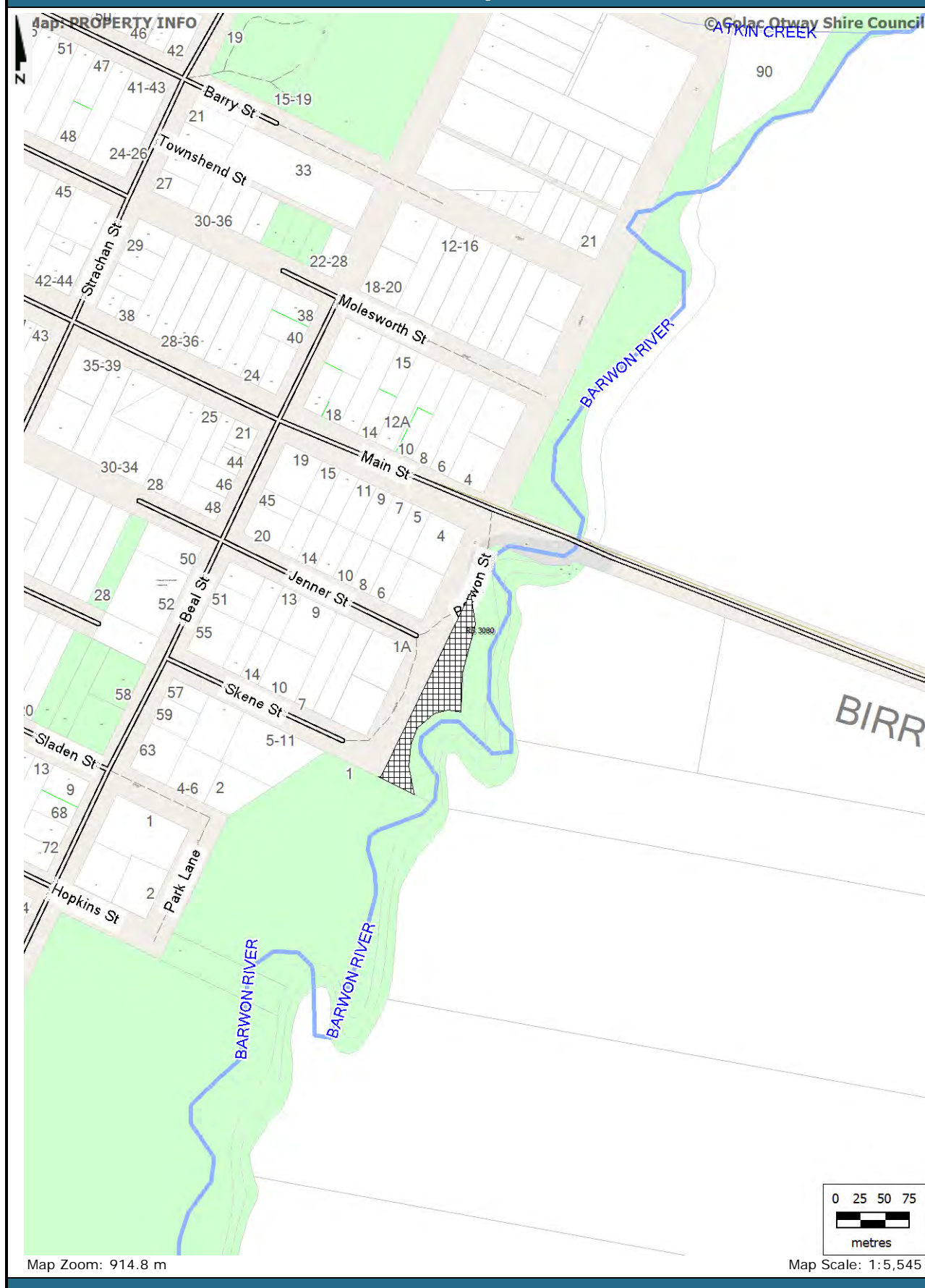
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- 5.12 authorise the conduct of special events for the purpose of publicity and/or fundraising subject to the completion of a Risk Assessment report; and
- 5.13 notify Council, a staff member of Council and/or a relevant authorised officer of Council of the presence of:
- 5.13.1 livestock;
 - 5.13.2 hazards;
 - 5.13.3 vehicles; and/or
 - 5.13.4 trespassers
- on the Old Beechy Rail Trail.

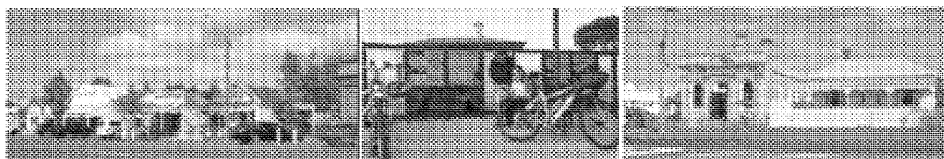
6. Minutes of Meetings

- 6.1 Minutes of meetings must be saved in Council's Information Management system.
- 6.1.1 Minutes of the Old Beechy Rail Trail Committee should be included in the Council agenda once any confidential items have been identified and the minutes have been confirmed by the Committee.
 - 6.1.2 Confidential minutes of the Old Beechy Rail Trail Committee are to be included in an In-Committee agenda of Council.



Title : Location of Crown Land to be Maintained by Council – RS3080 shown cross hatched





Colac Otway Shire Heritage Strategy

November 2013



Colac Otway Shire Heritage Strategy

Introduction

Council has an important role to play in the identification and protection of its heritage places and is guided by Commonwealth, State and local legislation, policies and strategies. The level of significance of a heritage place determines which legislative framework governs its protection. Importantly the Great Ocean Road has been identified as nationally significant, is listed on the National Heritage List and protected under federal legislation. The Victorian Heritage Register identifies 10 state significant sites that are protected under the *Victorian Heritage Act 1995*. Places of heritage significance to the Colac Otway Shire are protected by a Heritage Overlay in the Colac Otway Shire Planning Scheme. Council's role in ensuring the protection of heritage places in Colac Otway Shire is to identify and fulfil its legislative responsibilities; identify, assess and document important heritage places and to consider and act on, best practice in their conservation.

The Colac Otway area has a rich cultural heritage representing early pastoral settlement and economic boom periods, agricultural history particularly in dairy farming and potato and onion production, a unique forestry history and important commercial, civic and residential histories relating to townships. European settlement dates from 1837 when pastoralists settled near Lake Colac, with further development occurring over the following years as timber-getting and sawmills were established. Apollo Bay township was established in the 1860s, with other coastal villages being settled by the 1880s. The opening of the Great Ocean Road in 1932 gave greater access to coastal townships, with tourism spurring growth in the 1950s. Since the 1970s rural residential living has steadily increased in popularity. All of these stories are expressed in the surviving heritage places throughout the Shire. It is important to protect heritage places because they help to strengthen personal and community identity and are places of social and spiritual significance that should be preserved and passed on to future generations. Importantly they are also tourism assets that attract visitors, may create new business opportunities and contribute significantly to the Colac Otway Shire economy.

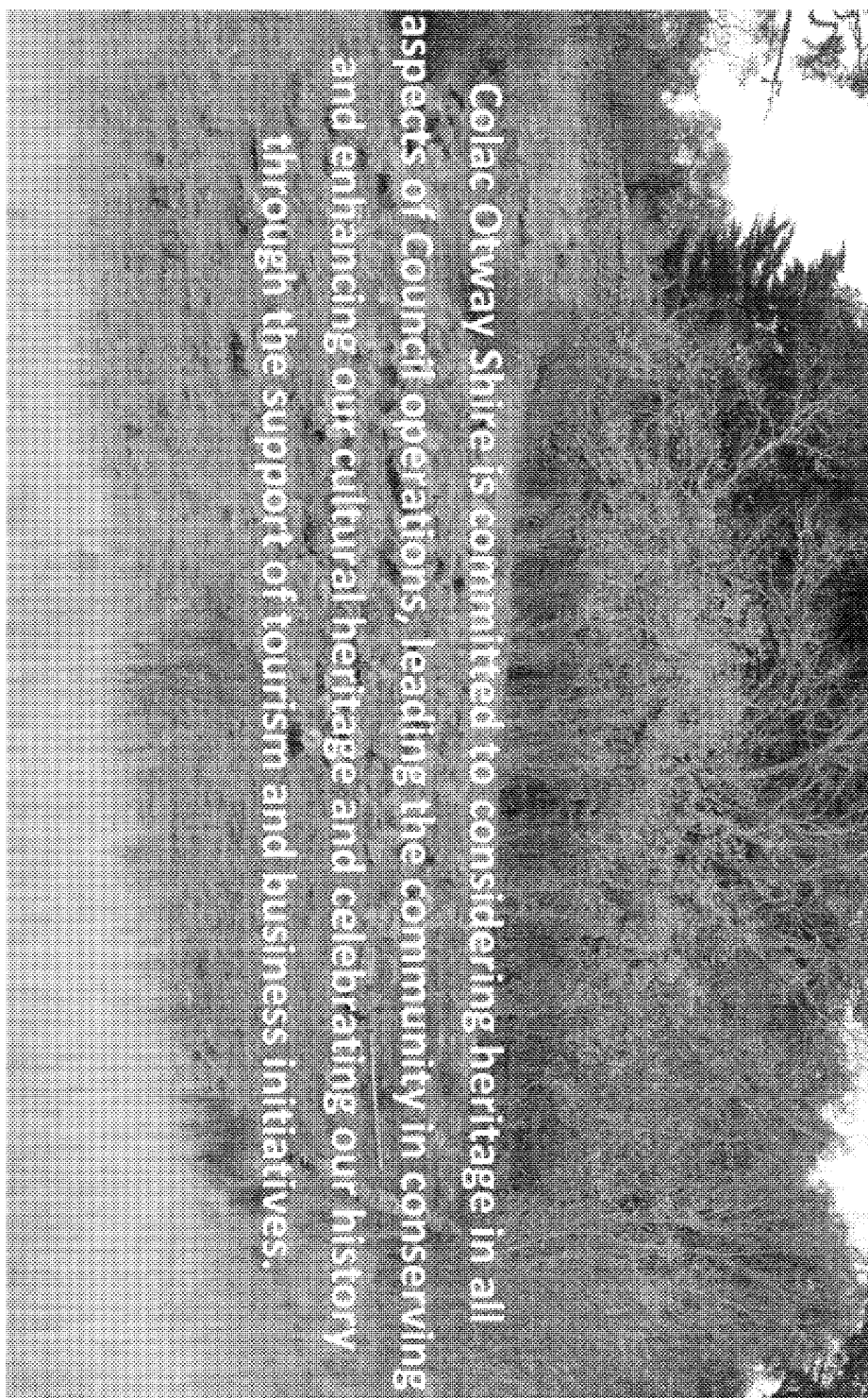
1. What is a heritage strategy?

A heritage strategy sets out priority actions for how identifying, protecting and celebrating our cultural heritage may be achieved at the local level. The Heritage Strategy will assist Colac Otway Shire to meet its heritage obligations as set out in the *Planning and Environment Act 1987* and the State Planning Policy Framework. It will set directions and priorities for the identification, protection, management and promotion of Colac Otway's heritage and for the involvement of the community in those processes. This strategic approach is supported by Heritage Victoria who is a key partner in the promotion and funding of local government heritage programmes and services.

The Heritage Strategy will allow Council to:

- Identify and report on positive heritage measures already being employed
- Identify and prioritise work to be done in the future and budget for these
- Appropriately manage and monitor heritage assets, and
- Report on and celebrate achievements.

Council's Heritage Vision Statement



Colac Otway Shire is committed to considering heritage in all aspects of Council operations, leading the community in conserving and enhancing our cultural heritage and celebrating our history through the support of tourism and business initiatives.

Colac Otway Shire Heritage Strategy

3. Strategy Context

Heritage in Australia is protected through a regulatory framework at the Commonwealth, State and local level. There are statutory obligations for protecting and managing cultural heritage and state and local planning frameworks. Heritage places are assessed as being of national, state or local significance and, depending on their level of significance, are managed through a mix of legislation, policies, and strategies. The section below summarises the regulatory context and its application in Victoria and explains how it applies to Colac Otway Shire.

Legislation

The following legislation applies to cultural heritage in Victoria.

| Aboriginal heritage | Historic heritage |
|---|--|
| State legislation

<i>Aboriginal Heritage Act 2006</i>
<i>Aboriginal Heritage Regulations 2007</i> | State Legislation

<i>Heritage Act 1995</i>
<i>Planning and Environment Act 1987</i> |
| Commonwealth legislation

<i>Aboriginal and Torres Strait Islander Heritage Protection Act 1984</i>
<i>Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)</i>
<i>Protection of Moveable Cultural Heritage Act 1986</i>
<i>Protection of Moveable Cultural Heritage Act Regulations 1987</i> | Commonwealth legislation

<i>Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)</i>
<i>Protection of Moveable Cultural Heritage Act 1986</i>
<i>Protection of Moveable Cultural Heritage Act Regulations 1987</i> |

Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)

Places of national heritage significance are protected under the *EPBC Act 1999* and listed on the National Heritage List. The National Heritage List includes natural, historic and Indigenous places that are of outstanding national heritage value to the Australian nation. The Great Ocean Road and Scenic Environs, due to its extraordinary historic and natural significance, is considered to have outstanding heritage value to the nation and has been included in the Australian National Heritage List. The *EPBC Act 1999* requires that approval be obtained from the Department of the Sustainability, Environment, Water, Population and Communities before any action takes place that could have a significant impact on the national heritage values of a listed place.

Aboriginal Heritage Act 2006 & Aboriginal Heritage Regulations 2007

Legislation provides protection for all Aboriginal places, objects and human remains regardless of their inclusion on the Victorian Aboriginal Heritage Register or whether they are located on public or private land. The Act provides clear guidance to planners and developers about when and how, Aboriginal cultural heritage needs to be considered and in some situations, work cannot proceed until compliance is met. Large developments and other high impact activities in culturally sensitive landscapes can cause significant harm to Aboriginal cultural heritage. In these situations the Act may require the

Colac Otway Shire Heritage Strategy

preparation of a Cultural Heritage Management Plan (CHMP) which is a report recommending measures to be taken to protect Aboriginal heritage.

The *Aboriginal Heritage Regulations 2007* give effect to the *Aboriginal Heritage Act 2006* and set out the circumstances in which a CHMP is required, and the standards for preparation of a CHMP. Under the Act, a responsible authority (Council) must check whether a CHMP is required prior to determination of a planning permit application. Council has to be aware of what triggers a permit under the Act and also make sure that it complies in its own activities e.g. on land it owns. If a CHMP is required, Council cannot issue a permit until it receives a copy of the approved plan. Permits cannot be issued for activities which are inconsistent with the CHMP.

Victorian Heritage Act 1995

The *Victorian Heritage Act 1995* is administered by Heritage Victoria and is the Victorian Government's key piece of cultural heritage legislation. The Heritage Act establishes the Victorian Heritage Register, the Heritage Inventory and the Heritage Council of Victoria.

Historic places significant to Victoria are recorded on the Victorian Heritage Register (VHR) or, if archaeological sites (non Aboriginal), on the Victorian Heritage Inventory and are protected by the *Victorian Heritage Act 1995*. Owners of places on the VHR must apply to Heritage Victoria for a permit before undertaking any work on the heritage place.

There are currently ten places in the Colac Otway Shire on the Victorian Heritage Register. These are automatically included on the schedule to the Heritage Overlay in the Colac Otway Shire Council Planning Scheme.

Victorian Heritage Strategy

The State Government's strategy for heritage in Victoria is: *Victoria's Heritage: strengthening our communities*. The strategy has six key policy directions:

- Recognising a rich and diverse heritage
- Using our heritage for a sustainable future
- Managing for growth
- Telling Victoria's story
- Building strong, inclusive networks and partnerships
- Resourcing the community

The State's Heritage Strategy informs the State Planning Policy Framework of the Planning Scheme and also sets the direction for funding priorities.

State Planning Policy Framework

The State Planning Policy Framework (SPPF) sets out the State's policy directions for Victoria. Clause 15.11 concerns heritage and its purpose is:

"To assist the conservation of places that have natural, environmental, aesthetic, historic, cultural, scientific or social significance or other special value important for scientific and research purposes, as a means of understanding our past, as well as maintaining and enhancing Victoria's image and making a contribution to the economic and cultural growth of the State."

Colac Otway Shire Heritage Strategy

The SPPF obliges Council to: "...identify, conserve and protect places of natural or cultural value from inappropriate development..." and to take account of relevant legislation, including the *Aboriginal Heritage Act 2006*, and recommendations of the Victorian Heritage Council.

Local Planning Policy Framework

The Local Planning Policy Framework (LPPF) contains the strategic land use objectives for Colac Otway Shire. The LPPF policy statements need to implement and be consistent with the SPPF. There are three key elements which relate to heritage: The Municipal Strategic Statement, the Heritage Places and Areas Local Planning Policy and the Heritage Overlay. These are explained in the section below.

Municipal Strategic Statement

The Municipal Strategic Statement (MSS) is the key strategic document for Colac Otway Shire. It identifies long term directions about land use and development in the Shire; presents a vision for its community and other stakeholders; and provides the rationale for the zone and overlay requirements and particular provisions in the scheme.

Clause 21.02-2 captures the land-use vision for Cultural Heritage:

"Cultural Heritage

- *The Koori culture of the Shire is acknowledged and will be celebrated.*
- *The Shire's significant cultural heritage resources will be conserved and enhanced.*
- *Any adaptation or development of heritage places or areas will be in a manner sympathetic to their significance."*

In addition the importance of heritage is highlighted within the individual township visions as follows:

"21.03-3 Apollo Bay and Marengo

- *Conserve and enhance heritage places as a significant factor in developing tourism.*

21.03-4 Birregurra

- *Identify and protect historical and other key features of the community.*
- *Retain Birregurra's heritage assets as important components of its character and attractiveness.*

21.03-7 Smaller Townships

- *Retaining heritage places as significant components of the character and attractiveness of smaller townships."*

Local policies

Clause 22.01 Heritage Places and Areas is a policy that applies to all places and areas affected by a Heritage Overlay. The local policy needs to have regard to and implement the strategic objectives in the SPPF and MSS. Clause 22.01 sets out objectives and policies to encourage the retention of locally significant and contributory heritage places within the Heritage Overlay.

Colac Otway Shire Heritage Strategy

Heritage Overlay

The Heritage Overlay is a state standard Victorian Planning Provisions tool used to identify and protect heritage places. It has two parts: the general provisions incorporating the purpose, scope, permit requirements and decision guidelines and the schedule. The provisions in Clause 43.1 Heritage Overlay cannot be altered by Council. While the Clause itself is standard across Victoria, the schedule can be amended by a local planning authority to list individual properties and add some limited exemptions for permits such as tree removal, external painting of buildings and controls over internal changes to a building.

The purpose of the Heritage Overlay is:

- *"To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *To conserve and enhance heritage places of natural or cultural significance.*
- *To conserve and enhance those elements which contribute to the significance of heritage places.*
- *To ensure that development does not adversely affect the significance of heritage places.*
- *To conserve specifically identified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place."*

Colac Otway Shire commissioned consultants in 1998 to undertake a study to identify, assess and document all post-contact (for the purpose of the study 'post-contact' was defined as the period since first contact between Aboriginal and non-Aboriginal people) places of cultural significance within the Colac Otway Shire and to make recommendations for their future conservation. Potentially significant sites were assessed in accordance with the criteria adopted by the Victorian Heritage Council. The Colac Otway Heritage Study was adopted by Council in 2003 and recommendations were implemented into the planning scheme through Amendment C27 in 2008 which introduced most of our current Heritage Overlay controls.

There are currently 234 individually significant sites and 12 heritage precincts recognised in the schedule to the Heritage Overlay in the Colac Otway Shire Planning Scheme. Within a heritage precinct, the primary objective is to ensure the conservation of those elements that contribute to the area's significance. Not every building or landscape element will be significant, and the removal or alteration of non-contributory elements or the development of these sites is not usually a major concern. The objective is to ensure that where development does occur, it occurs in a manner which is appropriate to the significance, character and appearance of the heritage area.

4. Undertaking the Heritage Strategy

The Heritage Strategy has been developed through a consultative approach involving the community, Colac Otway Shire staff, Councillors and Council's heritage advisor.

Consultation has included the following methods:

- A community heritage survey (available both online and in hard copy) during September and October 2012.

Colac Otway Shire Heritage Strategy

- A community drop-in session held on 20 September 2012 to capture community members with an interest in heritage and owners of heritage assets listed in the Heritage Overlay.
- Workshops were held during 2012 for the following groups:
 - Approximately fifteen Council staff representing different areas of Council
 - Councillors
- A formal six week exhibition period during which the draft Heritage Strategy document was publicly available for comment.

5. What do we know?

Summary of Feedback

Key Challenges and Opportunities

The community survey asked respondents to rank the key challenges preventing the restoration and active management of heritage assets in Colac Otway Shire. In addition, it also asked respondents to rank heritage assets that provide the greatest opportunities for Colac Otway Shire. The results of this survey have been considered, alongside feedback that was obtained through the Council and community workshops. The key results are captured in the table below.

| Key Challenges |
|--|
| Lack of available funding for private property owners undertaking restoration or maintenance works on heritage buildings |
| Lack of available funding or capacity for Council to invest in further heritage assessments and development of relevant heritage policy |
| Lack of community and Council understanding and knowledge regarding expectations under the Heritage Overlay |
| Creating strong heritage links between different departments across Council such as infrastructure, arts and culture and asset management |
| Key Opportunities |
| Heritage parks and gardens such as the Botanic Gardens & Memorial Square |
| Tourism and economic development opportunities associated with intact commercial heritage streetscapes in places such as Colac, Birregurra & Beeac |
| Better linkages between heritage and key Council projects
(eg. Colac CBD & Entrances Project Implementation and Colac High School Master plan) |
| Further development of the Beechy and Forrest Tiger Rail Trails |

Colac Otway Shire Heritage Strategy

Key Achievements

The preparation of this Heritage Strategy provided an opportunity to capture the important heritage related work that has already been achieved in the Colac Otway Shire. These key achievements are highlighted in the table below.

| Key Achievements |
|--|
| Completion of the Heritage Study in 2003 which identified significant heritage assets and precincts. Implementation of the study recommendations through Amendment C27 to the Colac Otway Shire Planning Scheme which included the introduction of the Heritage Overlay. |
| Appointment of a Heritage Advisor, partly funded by Heritage Victoria, to provide advice and technical assistance. |
| Restoration of Apollo Bay Mechanics Institute in 2009. |
| Colac Botanic Gardens Master Plan prepared in 2012 and integrating heritage elements. |
| Development of the historic Beechy and Tiger Rail Trail tourism initiatives. This has included completion of a Cultural Heritage Management Plan for the Beechy Rail Trail and development of historical interpretative signage. |
| Heritage walks in Birregurra, Beeac and Forrest. |
| Beeac Windmill Park showcases Beeac's history in windmill manufacturing. |
| The Eurack Avenue of Honour restoration and re-planting ceremony in 2011. |

6. What are our priorities?

Four key themes have been identified under which strategies and actions may be grouped. The following section summaries the feedback that was received under these themes and highlights information that has informed the development of the strategy action plan. The strategy action plan is a list of key heritage gaps and needs within Colac Otway Shire where appropriate resources need to be directed. The plan covers a four year period and contains realistic heritage goals that can be achieved within this timeframe.

Knowing

This theme captures actions for identifying, assessing and documenting heritage places. Feedback received from both residents and Council staff highlighted the importance of continuing to identify and assess potential heritage assets. Council staff receives regular enquiries regarding potentially significant heritage sites and it is apparent that a clear process is needed to capture and assess any site that is nominated by the public. Whilst the Colac Otway Heritage Study 2003 did cover the whole municipality it was not able to capture all significant heritage assets and it should be acknowledged that there is on-going work involved in continuing to identify and protect significant sites.

Colac Otway Shire Heritage Strategy

Protecting

This theme identifies actions for securing statutory protection for significant places, developing policy/guidelines to assist decision making and enabling appropriate management. Council staff highlighted the importance of ensuring heritage information in the Heritage Overlay is accurate and transparent to better assist informed decision making. In addition a gap was identified in Council's cross department communication regarding heritage and the need for more training and regular collaboration was highlighted. Council has a significant role as a manager of historical assets including roads, drains, footpaths, parks/reserves, buildings and signs.

Importantly 64.5% of survey respondents indicated that they think the historic dry stone walls in the Shire are important and should be protected within the planning scheme.

Supporting

This theme captures incentives, advisory services and financial assistance that may support heritage initiatives or owners to restore or celebrate cultural heritage. Importantly 71% of respondents believed that more work needs to be done to improve support and maintain strong links between Council and heritage stakeholders. There was consistent community feedback that highlighted the need for a more transparent, co-operative and negotiable approach to managing heritage assets.

The establishment of a Heritage Financial Assistance Program to fund restoration works on heritage buildings was the highest rated priority action in the community survey.

Communicating and promoting

This theme captures initiatives that aim to raise awareness and appreciation of the heritage of the area. 77.4% of survey respondents indicated that there needs to be more readily available, plain language information available on heritage. Developing and providing clear and concise information for heritage asset owners was consistently highlighted as a gap in Council's approach to heritage protection.

Colac Otway Shire Heritage Strategy

Strategy Action Plan

| Four Year Action Plan | Resourcing | Target Date
for
Completion | Progress/Outcome |
|---|------------------------------|--|--|
| Knowing | | | |
| <i>Develop a consistent strategic approach for identifying and assessing potential significant sites for the Heritage Overlay.</i> | Internal resourcing | December 2013 | Partially complete. A register has been established. |
| <i>Undertake heritage assessment of the former Colac-Beech Forest-Crowes Railway.</i> | Internal resourcing | June 2013 | Assessment complete. |
| <i>Increase communication and engagement with the Shire's Historical Societies and draw on their knowledge to identify potential significant heritage assets.</i> | Internal resourcing | On-going | Underway. |
| <i>Undertake a study to identify, assess and document places of Aboriginal or natural significance.</i> | External resourcing | 2014-17 | Not yet commenced. |
| <i>Undertake Conservation Management Plans for Council owned buildings and other historic assets.</i> | Internal/External resourcing | 2014-17
Dependant on Council budget | Not yet commenced. |

Colac Otway Shire Heritage Strategy

| Four Year Action Plan | Resourcing | Target Date
for
Completion | Progress/Outcome |
|---|---------------------|----------------------------------|--|
| Protecting | | | |
| Undertake an audit of the Heritage Overlay to ensure mapping and the corresponding schedule is accurate and implement through a planning scheme amendment to update the overlay. | Internal resourcing | December 2014 | Audit complete. Planning scheme amendment process underway. |
| Develop guidelines to assist decision making for places within Heritage Precincts identified in the planning scheme. | Internal resourcing | December 2015 | Not yet commenced. |
| Implement the findings of the Former Colac-Beech Forest-Crowes Railway assessment to enable statutory protection for significant heritage sites. | Internal resourcing | December 2014 | Planning scheme amendment process underway. |
| Apply statutory protection to the dry stone walls in the Colac Otway Shire to acknowledge their historic value. | Internal resourcing | December 2014 | Not yet commenced but may be incorporated into the planning scheme amendment for the Colac-Beech Forest-Crowes Railway assessment. |
| Establish a system that alerts statutory planners, building inspectors and Council asset managers when a place is potentially significant so that they can respond appropriately. | Internal resourcing | June 2014 | Partially underway. |
| Conduct a regular staff training and awareness program for those in Council responsible for managing and maintaining heritage places. | Internal resourcing | On-going | Training previously conducted in 2009. New training needs to be scheduled. |

11

Colac Otway Shire Heritage Strategy

Colac Otway Shire Heritage Strategy

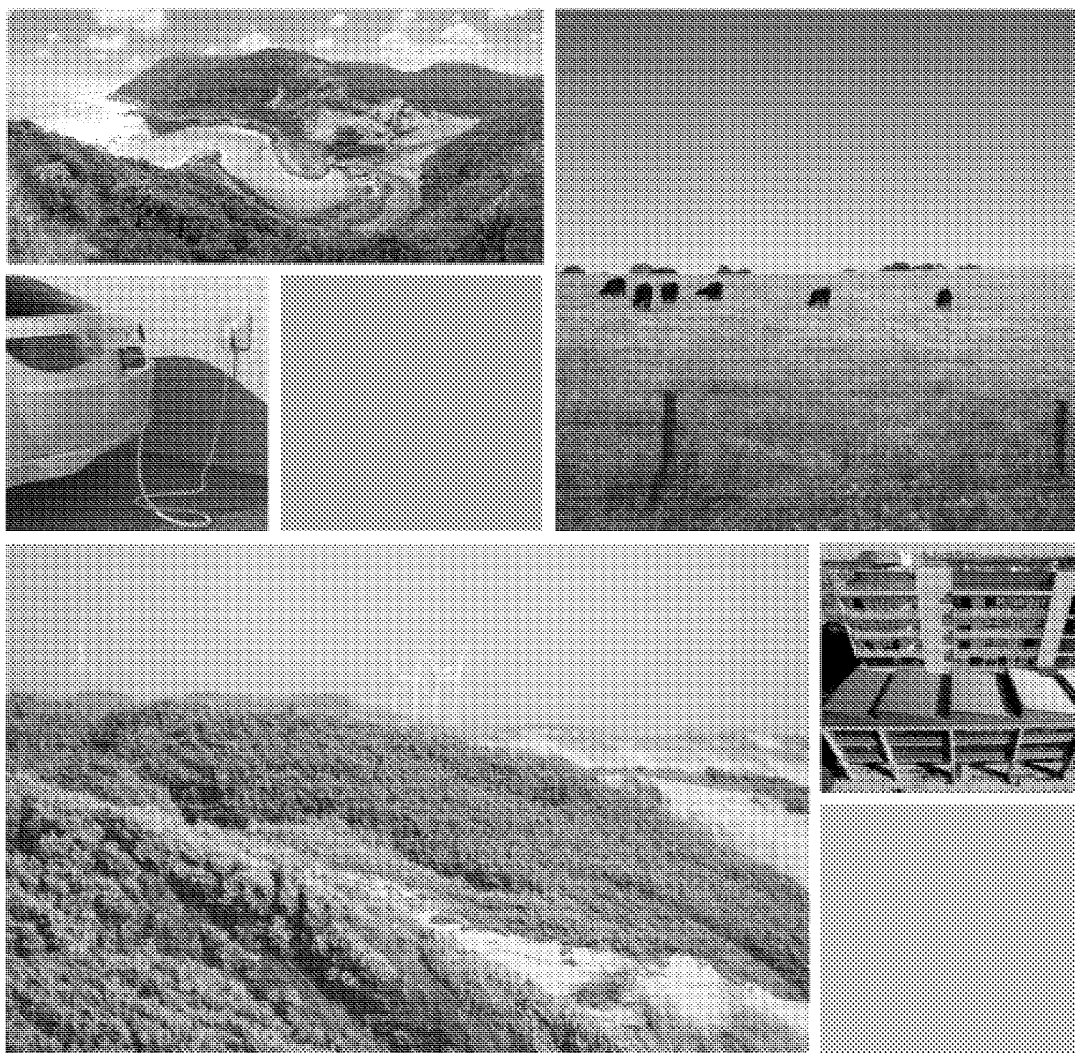
| Four Year Action Plan | Resourcing | Target Date
for
Completion | Progress/Outcome |
|---|---|--|---|
| Supporting | | | |
| <i>Establish a Heritage Financial Assistance Program to fund restoration work.</i> | Internal and external resourcing | 2014-15
Dependant on Council budget | Not yet commenced. Budget request to be developed for the 2014/15 budget. |
| Utilise Council's Heritage Advisor to: <ul style="list-style-type: none"> Establish regular drop-in sessions so that residents can easily seek advice from Council's heritage advisor Facilitate regular communication between Council's heritage advisor and other Council staff including the Planning and Infrastructure Departments | Internal resourcing supported by annual Heritage Victoria grant | On-going | Not yet commenced. |
| <i>Integrate the preservation of heritage assets into Council initiatives including the development of the Colac High School Masterplan and the Colac CBD and Entrances Project.</i> | Internal resourcing | On-going | Underway. |
| <i>Provide clear and straight forward guidance and advice for property owners affected by the Heritage Overlay</i> | Internal resourcing | June 2014 | Draft underway. |

Colac Otway Shire Heritage Strategy

| Four Year Action Plan | Resourcing | Target Date
for
Completion | Progress/Outcome |
|---|----------------------------------|----------------------------------|---|
| Communicating and Promoting | | | |
| Develop a dedicated heritage page on the Colac Otway Shire website | Internal resourcing | December 2014 | Not yet commenced. |
| Develop a 'plain english' heritage brochure for those property owners effected by the Heritage Overlay and make it available at the Council customer service centres | Internal resourcing | June 2014 | Draft completed. |
| Develop a 'plain english' heritage brochure for the main heritage commercial streetscapes of Colac, Birregurra and Beecac to assist business/property owners in these precincts | Internal resourcing | December 2014 | Not yet commenced. |
| Include acknowledgement of heritage in the Colac Otway Shire Council Operational Plan | Internal resourcing | August 2013 | Complete. |
| Make Colac Otway Shire heritage records accessible to the public through the Victorian Heritage Database | Internal resourcing | June 2014 | Data is currently recorded through HERMES. Records need to be linked to the Database. |
| Encourage the celebration of Colac Otway's heritage through unique cultural events and the appropriate naming of streets and/or public assets | Internal and external resourcing | On-going | Underway. |

Colac Otway Shire
Development of a Carbon Neutral Plan
Issue | April 2013

Roadmap for a Carbon Neutral Plan



ARUP

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Executive Summary

In 2010, Colac Otway Shire Council (the 'Council' or the 'Shire') set a goal to achieve carbon neutrality by 2016. With support from the Victorian Sustainability Accord, the Shire engaged Arup to develop a Carbon Neutral Options and Cost-Benefit Report and Roadmap for the Council's next Carbon Neutral Plan (Roadmap).

The Roadmap provides the basis for developing the operational Carbon Neutral Plan. It has been developed through a systematic process of:

- Identifying emissions reduction initiatives.
- Prioritising them on a financial basis.
- Consultation with Council's project team and Councillors, and
- Staging to account for practical implementation over time.

The Council's project team and Arup presented the findings from the cost-benefit analysis to Councillors on 27 February 2013.

Following the presentation, Councillors agreed to:

- Extend the carbon neutral target to 2020.
- Investigate and implement the emissions reduction initiatives shortlisted by the Council project team, and
- Further investigate the potential for local offset projects.

The resultant Roadmap provides a strategic view of the steps Council should consider to achieve its carbon neutral target in 2020.

The contents of the Roadmap are as follows.

Section 1 – Description of Roadmap Options

Section 1 is an overview of the Carbon Neutral Plan options, including preferred Option 2. Option 2 includes all emissions reduction initiatives that pay back within 10 years. The initiatives are allocated for implementation between 2014 and 2020.

By 2020, Option 2 reduces Council's carbon footprint by approximately 15% compared to its 2011/12 baseline.

Section 2 – Summary of Carbon Reduction Measures

Section 2 provides the quantitative detail of each emissions reduction initiative including costs, savings and greenhouse gas reductions. This section also outlines the steps to implement each initiative.

Section 3 --Foundations for Roadmap Implementation

Section 3 describes immediate next steps to lay the foundations for implementing the Roadmap through a Carbon Neutral Plan. Recommendations include:

- Site-specific cogeneration study for Blue Water Fitness Centre.
- Feasibility study into the development of a local offsets project.
- Training program to build the capacity of Council staff for carbon management and data collection, and
- Review of diesel usage data collection and analysis.

This Roadmap provides the foundations for implementation by outlining the steps between now and 2020 for achieving carbon neutrality. It also recommends the immediate steps to be taken to establish strong foundations for the Carbon Neutral Plan.

1 Description of Roadmap Options

On 27 February 2013, the Council's project team and Arup presented the following three approaches to meet the Council's carbon neutral target:

- **Option 1** – Offset total emissions from 2016 with no additional investment in reduction initiatives.
- **Option 2** – Implement financially attractive emissions reduction initiatives to achieve 15% carbon emissions reduction by 2016, the remainder of which will be offset in the target year.
- **Option 3** – Implement all measures with a 10-year payback to achieve a 23% reduction in carbon emissions by 2016.

Following the presentation, Councillors agreed to:

- Adopt Roadmap Option 2.
- Extend the carbon neutral target to 2020.
- Investigate and implement the emissions reduction initiatives shortlisted by the Council project team, and
- Further investigate the potential for local offset projects.

The Option 2 priority reduction initiatives are described in Table 1.

Table 1 Priority Reduction Initiatives for Roadmap (Option 2)

| Category | Initiative | Description |
|-----------------|---|---|
| Energy Supply | Solar photovoltaic (PV) - Large sites | Solar PV panels reduce electricity requirements for lighting and appliances. |
| | Gas hot water replacement for electric hot water heater | The replacement of instantaneous electric hot water boilers with gas hot water replacements. |
| | Cogeneration | The installation of a 70kW cogeneration facility at Bluewater Fitness Centre |
| Building fabric | Roof insulation - Large sites | Upgrading of roof insulation to reduce heating and cooling requirements. |
| | Draught proofing – Large sites | Draught proofing of vents and openings of buildings with seals. |
| Lighting | Sensor lighting | Sensors may be installed to control when lighting system in certain facilities is turned on, such as meeting spaces. |
| | Lighting upgrades | Convert old lighting to more efficient T5 fluorescent lamps. |
| Heavy Fleet | Purchase B20 Biodiesel fuel | Biodiesel is a lower carbon intensity option than other commonly used fuels such as LPG. B20 accounts for 20% of the diesel being from biodiesel. |

| Category | Initiative | Description |
|----------|------------------------------|---|
| | Adopt LGP fuelled vehicles | LPG is a lower emission fuel than standard petrol. |
| Lighting | T5 Lighting Replacement | Replacement of 42W CFL's with T5s within toilet blocks. |
| | 32W CFL Lighting Replacement | Replacements of both 42W and 80W lights with 32W CFLs. |

The above initiatives have been prioritised on the basis of:

- Arup's calculation of a payback period of 10 years or less, and/or
- Other contextual factors as advised by the Shire. In particular these are:
 - *Solar PV - Large sites* has been included due to Council's advanced investigations into the installation of PVs on Council's main office site. Council has sourced a cost estimate to supply and install these panels, and found that these may be financially viable.
 - *Gas hot water replacement for electric hot water heater* has been prioritised due to the success of past installations on Council buildings.

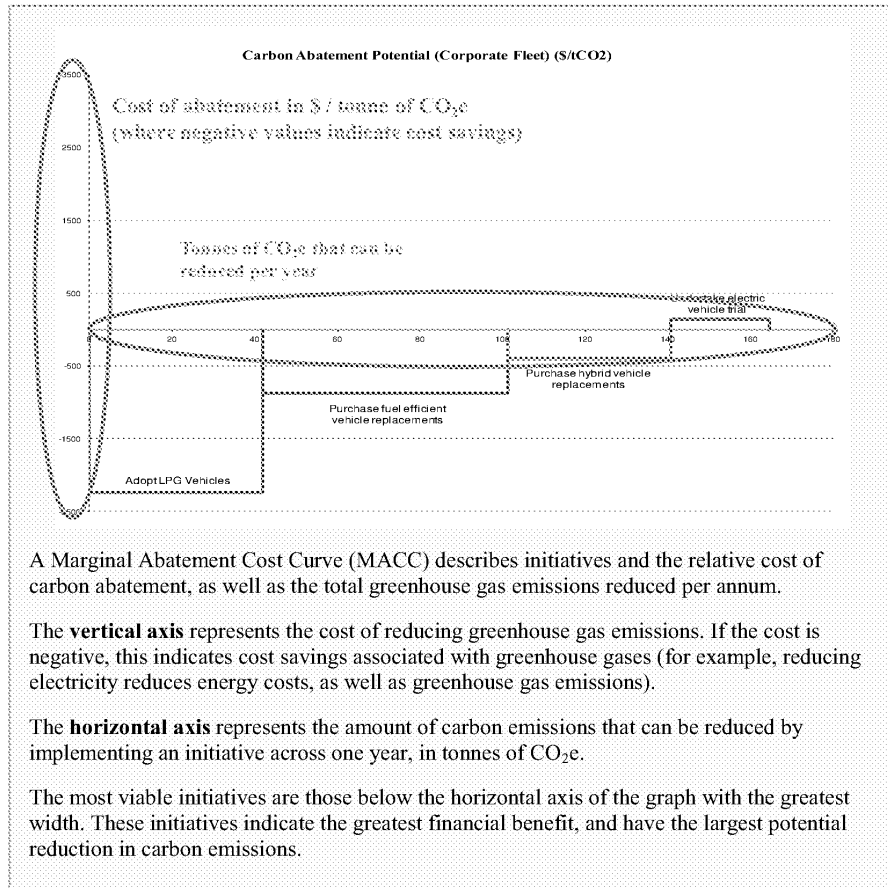
Some priority initiatives have high upfront costs and will require external funding and/or local supply chain capacity :

- *Cogeneration* provides significant emissions reductions and will require a feasibility study. The feasibility study would provide the technical and financial basis for external funding applications.
- *Electric vehicle trial* is an emerging strategy that is prioritised for long term implementation. Current barriers to implementation include the initial costs and lack of infrastructure and capability to maintain electric vehicles (such as the provision of appropriate charging stations in the region).

The initiatives comprising Option 2 are summarised in the Marginal Abatement Cost Curve (MACC) (Figure 1). The MACC considers the measures stated in Table 1, except for "gas hot water replacement for electric hot water heater" as no analysis was undertaken.

Box 1 provides a description of how the MACC should be interpreted.

Box 1 Reading Marginal Abatement Cost Curves



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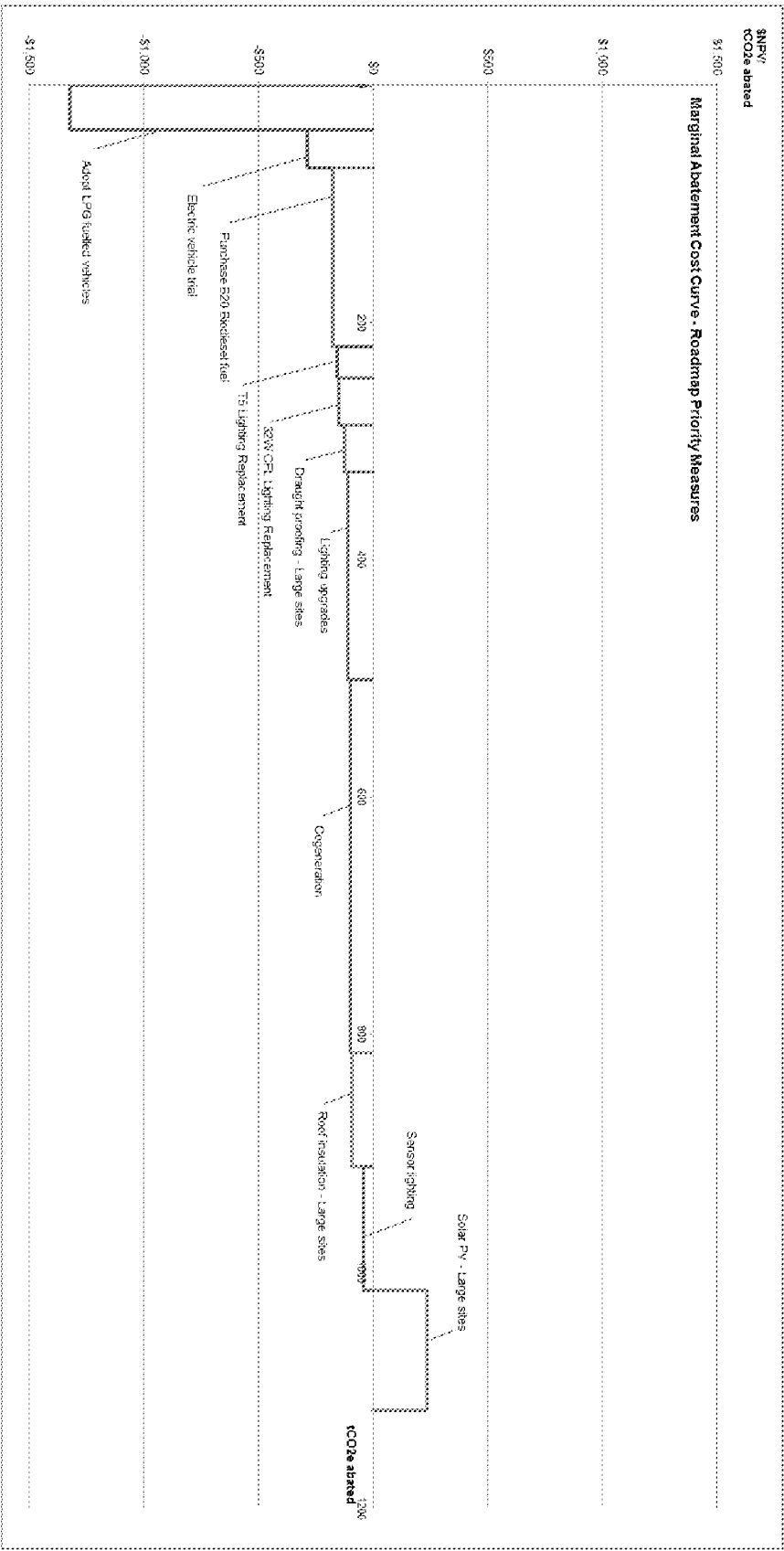


Figure 1 Roadmap of Priority Initiatives - Marginal Abatement Cost Curve for Option 2

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| COLAC OTWAY COMMUNITY PLAN AND PROJECTS | 27/02/2013 | 09:40 COLAC OTWAY SHIREWORK INTERNAL DELIVERABLE | COLAC OTWAY - ROAD MAP - ISSUE - 15.04.13.DOCX

2 Details of Emissions Reduction Initiatives

Table 2 provides details of the priority emissions reduction initiatives including annual reductions in greenhouse gas emissions by 2020 and financial savings accumulated in the period 2013-2020 depending on the staging of implementation.

The initiatives have been staged to limit annual implementation costs to around \$150,000. This upper limit excludes the initial costs of cogeneration and electric vehicles, for which Colac Otway Shire Council would seek external funding.

Capital costs are indicative, based on Arup general databases and experience on similar projects. Over time and due to site-specific conditions, costs may be higher or lower than estimated. Table 3 outlines steps to implement the priority initiatives.

Table 4 considers the adoption of cogeneration and electric vehicles, which require feasibility studies before they can be priority.

Table 2 Emissions Reductions, Energy Savings and Capital Costs Over Time for Priority Initiatives, Plus Cogeneration and Electric Vehicles

| | Emissions Reduction Initiative | Annual Emissions Reductions at 2020 (tCO ₂ e pa.) | Total Capital Cost (\$) | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | Cumulative Energy Cost Savings (\$NPV) |
|---|--|--|-------------------------|----------------|-----------|-----------|-----------|-----------|-----------|-----------|--|
| Priority Initiatives | Draught proofing - Large sites | 39 | \$16,000 | \$16,000 | | | | | | | \$44,000 |
| | T5 Lighting Replacement | 26 | \$4,000 | \$4,000 | | | | | | | \$33,000 |
| | 32W CFL Lighting Replacement | 40 | \$9,000 | \$9,000 | | | | | | | \$49,000 |
| | Sensor lighting | 104 | \$126,000 | | \$42,000 | \$42,000 | \$42,000 | | | | \$89,000 |
| | Lighting upgrades | 175 | \$110,000 | | \$37,000 | \$37,000 | \$36,000 | | | | \$149,000 |
| | Gas hot water replacement for electric hot water heaters | Not determined | Not determined | Not determined | | | | | | | Not determined |
| | Purchase B20 Biodiesel fuel | 151 | \$- | \$- | \$- | \$- | \$- | \$- | \$- | | \$235,000 |
| | Adopt LPG fuelled vehicles | 38 | \$75,000 | | \$15,000 | \$15,000 | \$15,000 | \$15,000 | \$15,000 | | \$247,000 |
| | Roof insulation - Large sites | 95 | \$62,000 | | | | | \$31,000 | \$31,000 | | \$35,000 |
| | Solar PV - Large sites | 102 | \$366,000 | \$61,000 | \$61,000 | \$61,000 | \$61,000 | \$61,000 | \$61,000 | | \$65,000 |
| Cogeneration ¹ | 315 | \$178,000 | | \$178,000 | | | | | | \$173,000 | |
| Electric vehicle trial ¹ | 32 | \$126,000 | | | | | \$63,000 | \$63,000 | | \$64,000 | |
| Purchase of offsets for remaining emissions | 3,330 | - | | | | | | | | \$73,000 | - |
| | GRAND TOTAL | | \$1,072,000 | \$90,000 + | \$333,000 | \$155,000 | \$154,000 | \$170,000 | \$170,000 | \$73,000 | \$1,183,000 |

¹ These initiatives will require further feasibility studies and funding, as described in Section 1.

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Table 3 Steps to Implement Priority Initiatives – Immediate, Medium and Long Term

| Emissions Reduction Measure | | Steps for Implementation | |
|----------------------------------|---|---|---|
| | | 2013 | 2014 |
| Priority initiatives – immediate | Draught proofing - Large sites | 1. Consult Council's Sustainable Assets Team
2. Identify large sites with potential for draughts
3. Engage Sustainable Assets Team to incorporate draught proofing activities in 2014 plans | 4. Procure draught proofing materials
5. Implement draught proofing scheme |
| | T5 Lighting Replacement <i>and</i> 32W CFL Lighting Replacement | 1. Consult Council's Sustainable Assets Team
2. Identify potential light and light fitting replacements in public areas such as toilets
3. Engage Sustainable Assets Team to incorporate public lighting replacement scheme in 2014 plans | 4. Procure T5/CFL lighting replacements for suitable public lights
5. Implement public lighting replacement scheme |

| Carbon Reduction Measure | Steps for Roadmap Implementation | | | | |
|--|--|--|---|---|--|
| | 2013 | 2014 | 2015 | 2016 | 2017 |
| Sensor lighting and Lighting upgrades | 1. Engage Council Sustainable Assets Team to undertake lighting audit | 2. Develop plan to identify sites with fittings for replacement | 3. Implement building lighting upgrades – light fittings and sensors on 33% of planned sites. | 4. Implement building lighting upgrades – light fittings and sensors on 33% of planned sites. | 5. Implement building lighting upgrades – light fittings and sensors on the remaining planned sites. |
| Gas hot water replacement for electric hot water heaters | 1. Engage Council Sustainable Assets Team to undertake electric water heater audit on small sites (or all sites) | 2. Replace electric hot water heaters with gas hot water replacements on small sites | | | |

Priority Initiatives – medium term

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| Carbon Reduction Measure | | Steps for Roadmap Implementation | | | | | | |
|----------------------------------|--|---|---|---|---|---|---|------|
| | | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
| Purchase B20 Biodiesel fuel | 1. Engage Council Major Contracts Team to review compatibility of B20 biodiesel with heavy fleet

2. Source regional supplier of B20 biodiesel | 3. Bulk-purchase, manage and implement B20 biodiesel in compatible heavy fleet | 4. Bulk-purchase, manage and implement B20 biodiesel in compatible heavy fleet | 5. Bulk-purchase, manage and implement B20 biodiesel in compatible heavy fleet | 6. Bulk-purchase, manage and implement B20 biodiesel in compatible heavy fleet

7. Re-investigate potential of B100 biodiesel compatibility with fleet, and regional availability | 8. Bulk-purchase, manage and implement B20 (or B100 where available) biodiesel in compatible heavy fleet | 9. Bulk-purchase, manage and implement B20 (or B100 where available) biodiesel in compatible heavy fleet | |
| Adopt LPG fuelled vehicles | 1. Engage Council Major Contracts Team to review corporate fleet

2. Identify suitable LPG conversion vehicles | 3. Develop plan to convert or replace suitable vehicles with LPG | 4. Implement LPG conversion or purchase on 20% of suitable vehicles | 5. Implement LPG conversion or purchase on 20% of suitable vehicles | 6. Implement LPG conversion or purchase on 20% of suitable vehicles | 7. Implement LPG conversion or purchase on 20% of suitable vehicles | 8. Implement LPG conversion or purchase on remaining suitable vehicles | |
| Roof insulation - Large sites | | | | 1. Engage Sustainable Assets Team to review of large sites with inadequate roof insulation | 2. Incorporate plan for roof insulation installation on large sites | 3. Procure and implement roof insulation on 50% of appropriate sites | 4. Procure and implement roof insulation on remaining 50% of appropriate sites | |
| Solar PV - Large sites | 1. Engage Capital Works Team to identify potential sites | 2. Procure and install approximately a sixth of potential sites (or estimated roof area coverage) with Solar PV | 3. Procure and install approximately a sixth of potential sites (or estimated roof area coverage) with Solar PV | 4. Procure and install approximately a sixth of potential sites (or estimated roof area coverage) with Solar PV | 5. Procure and install approximately a sixth of potential sites (or estimated roof area coverage) with Solar PV | 6. Procure and install approximately a sixth of potential sites (or estimated roof area coverage) with Solar PV | 7. Procure and install approximately a sixth of potential sites (or estimated roof area coverage) with Solar PV | |
| Priority initiatives - long term | | | | | | | | |

Priority Initiatives - long term

Table 4 Steps to Implement Priority Initiatives that require Further Investigation and Funding

| Carbon Reduction Measure | Steps for Roadmap Implementation | | | | | | | |
|--|--|---|--|------|---|---|---|------|
| | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
| Cogeneration | 1. Review feasibility of cogeneration installation at Blue Water Fitness Centre
2. Design in capability for cogeneration to be installed in redeveloped Centre. | 3. Seek external sources of funding
4. Construct Centre with flexibility to install cogeneration | 5. Procure and install cogeneration at renovated Blue Water Fitness Centre | | | | | |
| Electric vehicle trial | | | | | 1. Engage Council Major Contracts Team to review corporate fleet
2. Investigate potential for electric vehicle trial
3. Incorporate a limited number of electric vehicles to replace small corporate fleet vehicles | 4. Procure half of planned electric vehicles in trial | 5. Procure remaining half of planned electric vehicles in trial | |
| Priority Initiatives – further investigation and funding | | | | | | | | |

3 Foundations for Roadmap Implementation

This section details discrete, immediate projects which the Council may undertake to implement a Carbon Neutral Plan on the basis of this Roadmap.

3.1 Updated Cogeneration Study for Bluewater Fitness Centre

Arup's desktop analysis identified cogeneration at the Blue Water Fitness Centre as potentially financially attractive however, this option has previously been discounted as part of the design of the redeveloped centre.

Arup recommends that cogeneration be re-investigated in more detail. The updated study would be supported by recent work Arup has undertaken with the councils of Boroondara, Yarra, Darebin and Monash to develop a structured approach to investigating site-specific cogeneration study for leisure centres.

The output of this process – *Tools to support Victorian councils streamline cogeneration feasibility studies* – will soon be released to local government through Department of Environment and Primary Industries (previously Department of Sustainability and Environment) and the Municipal Association of Victoria and can form the basis of updating the Shire's previous cogeneration study.

3.2 Review of Diesel Consumption Data

Reflecting that nearly half of the Shire's emissions come from bulk diesel associated with vehicles, Arup recommends that Council investigates the collation, accuracy and completeness of data. The review may also seek to understand how diesel is used and further opportunities for fuel cost savings. The investigation may require the briefing of operational staff or an independent review by a third party.

In addition to the bulk diesel review, Arup recommends that the Council implement procedures to record fleet card data.

In other similar organisations, the use of fleet cards often requires the purchaser of fuel to state the odometer reading of the car (in which the fleet card is specific to that vehicle). The implementation of the procedure will provide Council accurate and detailed data for specific vehicles. This enables Council to identify opportunities for improvement through targeted vehicle management or replacement.

As a minimum, Arup recommends that Council audits corporate vehicles and heavy fleet vehicle every six months to make an accurate distance record.

3.3 Foundation Carbon Management Training Across Council

The Carbon Neutral Plan will involve staff across the Council's organisation and so represents an opportunity to build climate change awareness and capacity amongst a wide range of internal stakeholders.

Such awareness raising and capacity building may be undertaken through a tailored, foundation training program which may comprise:

- A 2 hour training sessions for Councillors, executive staff and senior management.
- A half day training session for operational staff with responsibilities to implement reduction initiatives (staff identified in Table 3 and Table 4).

The training content may be based on the Municipal Association of Victoria's successful carbon management training program which Arup developed and delivered to over 50 councils in 2012.

The training program may be adapted to address the specific priorities of Council staff, potentially:

- For the **Sustainable Assets Team** the training may focus on accurate building energy use data collection, and an audit of the existing condition of building assets regarding lighting fixtures, insulation and draught proofing opportunities.
- For the **Finance and Customer Service Team**, and in particular accounts payable and receivable staff who may have direct contact with utility bills and fuel usage cards, training may assist finance staff to identify the most useful information regarding the monitoring of carbon reduction measures.
- For the **Capital Works Team** the training may focus on fleet management, and in particular the importance of collecting accurate data on fuel usage (both bulk purchasing and fleet fuel cards).

3.4 Offset Policy and Procurement

The Options and Analysis Report (accompanying this Roadmap) describes the considerations associated with procuring offsets. The selected offset or suite of offsets will take into account Council's preference in relation to:

- Locality – e.g. local, Australian or overseas.
- Project type – e.g. energy efficiency, reforestation.
- Project co-benefits – e.g. community awareness, biodiversity.
- Cost.
- Reputation implications.

Arup recommends that the Council consults internal and external stakeholders to understand people's preferences when procuring offsets; potentially culminating in an offset policy.

Given the complexity of offset products and processes, Arup recommends an initial workshop with Council stakeholders to:

- Share information regarding the costs and benefits of different types of offsets.
- Gather information about the offset-related preferences of the stakeholders.

Once a draft Offset Policy is circulated and confirmed amongst stakeholders, it will provide a robust basis for a tendering process. This may initially be for Expression of Interest from partners for a local offset project and/or a Request for Quote for commercially available offsets.

Council has priority the project team's recommendation to investigate the development of a local offset project which has the potential for community development and biodiversity benefits. Local offsets are typically vegetation management projects.

Establishing local offsets as a Council may be a complex task, and requires clear systems and agreements for the long term management of land dedicated for offsets. Offset projects may be registered as a Carbon Farming Initiative (CFI) project. Registration allows offsets to be sold to third parties seeking offsets that comply with the National Carbon Offset Scheme (NCOS) however, registration involves legal and financial commitments which Council may not wish to adopt.

Arup recommends that the Council undertake an investigation into the requirements for establishing a local offset project. The scope of the investigation is outlined in Table 5.

Table 5 Steps for Investigating and Implementing Local Offsets

| Year | Step to Implement |
|------|---|
| 2013 | <p>1. Investigate approved CFI methodologies related to local offset projects</p> <p>Whether or not Council wish to register a project under Australia's CFI, the CFI methodologies provide a best practice guide for projects. Council may decide to register as an offset entity.</p> <p>2. Quantify the amount of land required to achieve carbon neutrality for the Council by 2020</p> <p>Arup recommend the use of the Department of Climate Change and Energy Efficiency's Full Carbon Accounting Model (FullCAM) to analyse the land requirements to quantify offsets from land.</p> <p>The analysis should account for the necessary time taken for any land used for offsetting to reach a state where sufficient carbon is sequestered by 2020 in order for Council to meet its carbon neutral target.</p> <p>3. Identify appropriate areas of land suitable for local offsets</p> <p>This may include Council land, Crown land or private land. Where non-Council land is being investigated, initial conversations with the land's stakeholders and/or owners should begin.</p> <p>4. Develop a business plan for establishing local offsets</p> <p>The business plan should contain the following information:</p> <ul style="list-style-type: none"> • The relevant stakeholders of the land. • The Council (or community or outsourced) personnel required to manage the land. • A business case with capital and operational costs until 2020 and beyond. • A governance structure to the local offsets regarding ownership of land and ownership of its offsets. • A detailed investigation to the appropriate type of offset (type of vegetation, length of time of maturity, re-calculation of estimated carbon capture from local offset), and • A detailed implementation plan from 2014 to 2020. |

| Year | Step to Implement |
|-----------|---|
| 2014 | <p>5. <i>Select area of land for local offsets</i></p> <p>Detailed discussions with relevant stakeholders of selected land should have been underway or undertaken.</p> <p>The selection of the appropriate area of land will be dependent on the outcomes of the business plan in Step 4. Implementation of the business plan should be underway. This may include entering contractual arrangements for long term land management.</p> <p>6. <i>Begin management of land for local offsets</i></p> <p>This may include the necessary clearing and preparation of the land for seed planting.</p> <p>7. <i>Facilitate or organise planting of selected vegetation</i></p> |
| 2015-2020 | <p>8. <i>Undertake land management and monitoring activities of local offsets</i></p> <p>This should be undertaken on an ongoing basis as per the implementation plan developed in Step 4.</p> |
| 2020 | <p>9. <i>Claim local offsets for achievement of carbon neutrality of Council in 2020</i></p> |

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Arup Pty Ltd ABN 18 000 966 165

Arup
Level 17
1 Nicholson Street
Melbourne VIC 3000
Australia
www.arup.com



COUNCIL POLICY

| | |
|---------------------------------|------------------------------------|
| Council Policy Title: | Tourism Directional Signage |
| Council Policy ref. no: | 8.6 |
| Responsible Department: | Sustainable Planning & Development |
| Date of adoption/review: | |

1. PURPOSE

The purpose of this policy is to provide a clear and consistent standard for the management of tourism directional signage on road reserves throughout the Colac Otway Shire where Council is the coordinating road authority.

2. INTRODUCTION

Colac Otway Shire is obliged to manage the installation and control of directional signage under its obligations as a coordinating road authority pursuant to Section 66 of the *Road Management Act 2004* (the 'Act'). VicRoads is the relevant coordinating authority for all freeways and declared arterial roads and local government is the relevant coordinating authority for municipal roads.

The primary purpose of directional signage including tourist and service signs is to reinforce precise locations and reassure motorists that they are travelling in the right direction.

Directional signs include and provide directions to;

- towns and cities
- tourist attractions
- services, for example, accommodation including caravan parks, visitor information centres, tourist information bays, restaurants and cafes, service stations, public toilets, emergency medical services, rest and parking areas.
- community facilities, for example, arts centres, churches, recreation centres, golf courses, swimming pools, sports facilities

3. SCOPE

This policy applies to the placement, type and design of Tourist Attraction Signs, Services Signs and Community Facilities Signs placed on road reserves under Council's jurisdiction within the Shire. The policy relates to tourism signage to individual tourist attractions within the Shire; and to service signs to facilities provided primarily for the travelling public or which are likely to be sought by travellers or by visitors to a district.

The policy:

- Defines the type of tourism signage used within the Colac Otway Shire
- Encourages the use of standardised signs and symbols that comply with the relevant Australian Standards for signs
- Determines the effectiveness of signs by rationalising their use
- Identifies facilities that will qualify for directional signage through an application process
- Provides administration guidelines that define permit requirements.

The policy does not apply to direction signs with white lettering on a green background. These signs provide direction to towns, cities and particular locations and are provided by the relevant coordinating road authority.

The policy does not apply to signs covered under the *Planning and Environment Act* 1987 and subsequent regulations.

Council's Tourism Signage Policy is relevant for the regulation of all tourism directional signs within the Colac Otway Shire. This policy directly aligns with the VicRoads Tourism Signing Guidelines February 2009. Where Council does not have direct authority over requirements for signs, the Policy recognises that fact and refers to the relevant authority and guidelines.

4. POLICY STATEMENT

This policy promotes high quality directional signage throughout the Shire. It is the policy of Council to ensure a consistent approach is adopted when considering all directional signage within the Colac Otway Shire. Council is committed to providing effective traffic management systems throughout the Shire and to providing strategies that contribute to the amenity and character of a living environment for its community. A key element of these commitments is to ensure the provision of clear and effective directional signage to tourist attractions and supporting services and facilities.

Where Council is the coordinating road authority for a road and signage is required to assist with directions to or guidance about a service, attraction or facility of interest, a permit will be issued by Council subject to an application being lodged and assessed for appropriateness under this Policy as well as the *VicRoads Tourism Signing Guidelines Feb 2009*.

It does not apply to signs which are subject to a planning permit. It does not apply to promotional signs. The primary purpose of tourism directional signs is to assist in directing road users to a specific destination, and not provide a promotional opportunity for a business or service.

All signs will comply with Australian Standards AS1742 and AS2342 in relation to the use of colour, lettering type, size and use of symbols.

5. CRITERIA AND GUIDELINES

5.1 Types of signs

This policy relates to signs which provide road users with information relating to the location of attractions, accommodation and facilities such as restaurants and cafes.

It also relates to signs which provide information relating to community messaging and community services.

It includes advance signs, intersection signs, gateway signs, reassurance signs, route markers, temporary signs and position signs.

5.2 Standards and Legislation

All signs will conform with the relevant legislation and standards. Signs that do not conform with relevant legislation and standards will not be considered. Any signs found to be non-conforming will be removed.

5.3 Roles and responsibilities

It is the responsibility of the coordinating road authority to ensure the safe and efficient flow of traffic within its network of roads. The coordinating road authority will make sure that this responsibility is met by ensuring that nothing is placed on a road reserve that detracts from the driver's field of vision, causes a hazard by distracting the attention of the driver or distracts the driver's attention from a traffic control device.

From time to time, Council will inspect all signs to ensure its obligations are met and that all signs are compliant, up-to-date and in an acceptable condition. Out of date signs will be removed.

Council will maintain signs to Council assets or public community services and facilities such as public toilets.

Operators of attractions and services will be responsible for the development, installation, maintenance and removal of signs relating to their operations. Signs must be maintained to the satisfaction of Council. Signs must be installed by a suitably qualified and insured contractor.

Where a business changes owners, it is the new owner's responsibility to notify Council. If the business changes name or type and requires a new sign, this is the responsibility of the owner. New signs must meet the criteria as outlined in 5.6 of this policy.

5.4 Costs

All costs associated with the design, manufacture, installation, maintenance and removal of signs will be borne by the applicant.

5.5 Rationalisation

Where two (2) signs for a similar attraction or service already exist at one intersection, the introduction of a third sign will result in the rationalisation of signs at that intersection. This could include the removal of old or out-dated signs and the aggregation of existing signs by way of the use of generic references.

5.6 Criteria for signage

When considering any proposal or application for directional signage, the following basic criteria will be taken into consideration.

In the case of tourist attractions, the main consideration will be whether tourism is a core business activity of the attraction and whether the attraction complies with the criteria for tourist attractions set out in the *VicRoads Tourism Signing Guidelines* 2009.

In the case of services facilities, consideration will be given as to whether the service facility is likely to be sought by travellers, and whether the facility complies with the criteria for services facilities set out in the *VicRoads Tourism Signing Guidelines* 2009.

In the case of community facilities, consideration will be given to whether the facility is likely to be sought by visitors to the district, and whether the facility complies with the criteria for community facilities set out in the *VicRoads Tourism Signing Guidelines* 2009.

It will also be considered as to whether the signage is necessary to help people not familiar with the area to find their way and also whether good maps/street directory in combination with a clear system of street names and numbering are the most appropriate aids to locating the facility.

Consideration will also be given to whether the facility/attraction is a significant attraction in the Colac Otway Shire area that warrants special treatment.

6. APPLICATION PROCESS

Applications for signs are assessed for eligibility under *the Act, the VicRoads Tourism Signing Guidelines* 2009 and the criteria outlined in section 5 of this policy. Applications should be made on the form which is available through Vic Roads and the Colac Otway Shire.

7. PERMIT

- Permits will be valid for a period of five (5) years, after which time the appropriateness and efficiency of the sign may be reassessed. The sign may be removed by Council if it is considered that the business no longer conforms to the criteria and guidelines or there is a need to rationalise the signs.
- Permits will be held on a secure database of permits. Inclusion on this database is subject to Council's Information Privacy Policy.

- Permits will be issued by the relevant delegated officer of Colac Otway Shire.

8. RELATED LEGISLATION

- *Local Government Act 1989.*
- *Road Management Act 2004*

9. RELATED POLICIES/PROCEDURES/STANDARDS/GUIDELINES

- Vic Roads Tourism Signing Guidelines Feb 2009
- Victorian Planning Provisions
- Australian Standard AS1742, Uniform Traffic Control Devices
- Australian Standard AS2342, Development, Testing and Implementation of Information and Safety Symbols and Symbolic Signs
- Australian Standard AS1743, Road Sign Specifications.
- Australian Standard AS1744, Standard Alphabets for Road Signs.
- Vic Roads Traffic Engineering Manual, Volume 2.
- Colac Otway Shire Information Privacy Policy 2009

ADOPTED/AMENDMENT OF POLICY

| Policy Review Date | Reason for Amendment |
|---------------------------|-----------------------------|
| | |
| | |

Planning and Environment Act 1987

**COLAC OTWAY PLANNING SCHEME
AMENDMENT C75
EXPLANATORY REPORT**

Who is the planning authority?

This amendment has been prepared by the Colac Otway Shire Council, which is the planning authority for this amendment.

The amendment has been made at the request of the Colac Otway Shire Council.

Land affected by the amendment

The amendment applies to all land in the municipality, excluding land zoned for Farming, Rural Conservation and Rural Activity.

What the amendment does

The amendment changes the planning scheme to implement the recommendations of the *Colac Otway Public Open Space Strategy 2011*.

Specifically the amendment proposes to amend the following clauses of the Municipal Strategic Statement:

- Clause 21.03 (Settlement) – inserts new general and town specific content to overviews, objective and strategy statements for public open space.
- Clause 21.06 (General implementation) – deletes the redundant requirement for an open space strategy and inserts other implementation measures recommended in the Colac Otway Public Open Space Strategy 2011.
- Clause 21.07 (Reference documents) – inserts the Colac Otway Public Open Space Strategy 2011 as a reference document for the planning scheme.

The amendment also amends the Schedule to Clause 52.01 (Public Open Space Contribution and Subdivision) in the Particular Provisions of the Colac Otway Planning Scheme. The new schedule introduces new public open space contribution requirements of up to 10 percent within the growth towns of Colac/Elliminyt, Apollo Bay/Marengo and Birregurra, and up to 5 percent elsewhere in the municipality excluding Farming Zone, Rural Activity Zone and the Rural Conservation Zone land.

Strategic assessment of the amendment

• Why is the amendment required?

The amendment is required to introduce the recommendations of the *Colac Otway Public Open Space Strategy 2011* into the Colac Otway Planning Scheme.

The Strategy includes an analysis of existing open space; levels of use; gaps in the existing open space network; an analysis of projected future residential growth and an explanation on how this growth will influence future open space needs. The Strategy identifies areas where new public open space is required and where existing open space can be improved to meet the existing and future open space needs of the community.

In order for Council to meet its future open space needs, the Schedule to Clause 52.01 of the Colac Otway Planning Scheme needs to be amended to introduce a contribution

rate for public open space. It does this by requiring contributions for all types of subdivisions of up to 10% for Colac/Elliminyt, Apollo Bay/Marengo and Birregurra or 5% for all other land excluding Farming Zone, Rural Activity Zone and Rural Conservation Zone.

• How does the amendment implement the objectives of planning in Victoria?

The amendment implements the objectives of planning in Victoria as follows:

- . • 1a - *to provide for the fair, orderly, economic and sustainable use and development of land* - by providing a clear and concise policy framework for the management, use and development of the municipality's open space assets;
- . • 1b - *to provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity* - by providing a public open space framework which will help supply, support, protect and maintain the natural environment;
- . • 1c - *to secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria* - by aiding the provision of public open spaces and supply of a pleasant and efficient recreational environment to meet future need.
- . • 1e - *to protect public utilities and other public assets and enable the orderly provision and co-ordination of public utilities and other facilities* - by seeking to provide a well-balanced open space network which incorporates formal parkland, sporting reserves, recreation parkland, conservation areas, linear parklands such as waterways, lakes, streetscapes and urban spaces such as plazas and malls; and
- . • 1g - *to balance the present and future interests of all Victorians* - by assisting with the strategic management of funds to supply new and improve existing public open space to meet future needs.

• How does the amendment address the environmental effects and any relevant social and economic effects?

Environmental effects

The amendment will have a positive impact on the environment, through improvements to existing public open space and the provision of new areas. A priority for Council for the improvement of the open space system is the development of linkages and linear open spaces. Rivers, creeks and rail trail corridors currently provide good linkages and this is an area that Council will continue to improve as opportunities arise.

Social effects

The amendment encourages more equal provision of public open space throughout the community, through increasing the total open space network. This will be enabled through the establishment and improvement of open space from the public open space contributions scheme. In Colac, there are currently areas that do not provide neighborhood parks and this situation is similar in Apollo Bay where limited usable public open space exists away from the foreshore. Colac Otway's open space network plays an important role in contributing towards the health and wellbeing of individuals, particularly with the growth that is expected in Colac/Elliminyt, Apollo Bay/Marengo and Birregurra. With this growth it is important that communities are linked to each other and essential services. The open space network is important for these connections including, the pedestrian and bicycle paths and trails.

The amendment will address the shortfall of neighbourhood parks in areas of Colac and provide alternate open space in Apollo Bay than the foreshore reserve.

Economic effects

The implementation of the *Colac Otway Public Open Space Strategy 2011* will result in set percentages for public open space contributions that can be utilised by Council. Therefore the amendment will allow Council to more effectively plan for our present and future communities, through the availability of financial and land resources for the allocation and improvement of public open space. The amendment will also enable developers to factor in the cost of public space contributions for future subdivision applications with more certainty than presently exists.

• **Does the amendment address relevant bushfire risk?**

The amendment has been assessed to determine whether the changes proposed will result in any increase to the risk to life, property, community infrastructure and the natural environment from bushfire.

It is not considered that the proposed amendment will result in an increase in bushfire risk, with public open space areas usually well maintained and not densely vegetated.

The view of the relevant fire authority will be sought and applied during the formal exhibition of the amendment.

• **Does the amendment comply with the requirements of any Minister's Direction applicable to the amendment?**

The amendment is consistent with the Ministerial Direction on the Form and Content of Planning Schemes under section 7(5) of the Act.

The amendment is consistent with Ministerial Direction 11 – Strategic Assessment of Amendments under section 12(2) of the Act.

There are no other Ministerial Directions which are applicable to this amendment.

• **How does the amendment support or implement the State Planning Policy Framework and any adopted State policy?**

The amendment is consistent with the State Planning Policy Framework (SPPF) and supports its objectives as follows:

- The amendment supports the objective in clause 11.03 Open Space of the SPPF, which is - *to assist creation of a diverse and integrated network of public open space commensurate with the needs of the community*. This amendment implements the *Colac Otway Open Space Strategy 2011* which acknowledges that the municipality is faced with many issues relating to the provision of an open space network that meets the needs of the community.
- The amendment supports the objective in clause 12.04-2 Landscapes of the SPPF, which is - *to protect landscapes and significant open spaces that contribute to character, identity and sustainable environments*. The *Colac Otway Open Space Strategy 2011* vision is to provide a widely varied and sustainable network of open spaces which meets the needs of a diverse community for recreation, sporting and social opportunities as well as protecting and enhancing important flora, fauna and landscape values.
- The amendment supports clause 15.01-3 Neighbourhood and subdivision design, which is - *planning authorities should ensure the creation of a range of open spaces to meet a variety of needs with links to open space networks and regional parks where possible*. The amendment is supportive of this clause, as it provides key strategic directions which will guide Council in future development and provision of open space networks in new residential areas and in the development of existing areas.

- **How does the amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?**

The Local Planning Policy Framework (LPPF) and more specifically the Municipal Strategic Statement (MSS) currently does not identify open space management as a key issue in the municipality. There is also no current content in the schedule to clause 52.01.

The amendment addresses this by inserting general and town-specific statements in the MSS and provides local content in the schedule to clause 52.01. The *Colac Otway Open Space Strategy 2011* becomes a reference document in the planning scheme.

The changes proposed by this amendment will have a beneficial effect on the LPPF, as they will provide objectives and strategies for public open space management, which will better support implementation of the overall vision and long term directions of the MSS for land use and development.

- **Does the amendment make proper use of the Victoria Planning Provisions?**

The amendment makes proper use of the Victoria Planning Provisions by amending the Municipal Strategic Statement to address open space issues, along with completing the Schedule to Clause 52.01 to specify the contribution rates for public open space requirements for residential subdivision applications in the municipality.

These changes will result in a sound strategic basis in the Colac Otway Planning Scheme to guide the management and development of public open space and guide the day-to-day assessment of planning permit applications and the requirement for public open space contributions, in order to achieve better public open space outcomes for the community.

The proposed amendment does not introduce or alter any of the zones or overlays in the Colac Otway Planning Scheme and is consistent with the following Victoria Planning Provisions Practice Notes:

- . VPP Practice Note 4 – Writing a Municipal Strategic Statement; and
- . VPP Practice Note 13 – Incorporated and Reference Documents.

- **How does the amendment address the views of any relevant agency?**

The views of the Department of Transport, Planning and Local Infrastructure (DTPLI), as advisors on content and form of statutory document preparation were established through the use of the relevant practice notes and directions.

Relevant agencies were consulted during the development of the Colac Otway Shire Public Open Space Strategy and the views of these agencies and other servicing authorities will be sought during the exhibition period.

- **Does the amendment address relevant requirements of the Transport Integration Act 2010?**

The amendment is unlikely to have a significant impact on the transport system as defined by section 3 of the *Transport Integration Act 2010*, however, will assist to implement the integrated planning of transport systems by encouraging the development of linkages between open space areas, residential areas and destination points via existing and proposed pedestrian and bicycle paths and trails.

There are no applicable statements of policy principles prepared under section 22 of the *Transport Integration Act 2010* that apply to the amendment.

Resource and administrative costs

- **What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?**

The new planning provisions will have a positive impact on the resource and administrative costs of Council. This will occur through the provision of a clear framework for the management and provision of public open space, which can be utilised when assessing subdivision proposals. This includes the removal of uncertainty around the level of contributions that should be collected. It is also anticipated that this will result in increased public open space contributions, whether through financial means or the availability of land, which will help to service community needs for public open space.

Panel hearing dates

In accordance with clause 4(2) of Ministerial Direction No.15 the following panel hearing dates have been set for this amendment:

- directions hearing: week of 15 January 2014
- panel hearing: week of 12 February 2014

Where you may inspect this Amendment

The amendment is available for public inspection, free of charge, during office hours at the following places:

Colac Otway Shire Council

2-6 Rae Street,
COLAC VIC 3250

Colac Otway Shire Council

Sustainable Planning and Development
Service Centre
101-105 Gellibrand Street,
COLAC VIC 3250

Colac Otway Shire Council

Apollo Bay Customer Service Centre
69 Nelson Street,
APOLLO BAY VIC 3233

Colac Community Library & Learning Centre

173 Queen Street,
COLAC 3250

Website: www.colacotway.vic.gov.au

The amendment can also be inspected free of charge at the Department of Transport, Planning, and Local Infrastructure website at
<http://www.dpcd.vic.gov.au/planning/publicinspection>.

COLAC OTWAY PLANNING SCHEME

21.03
18/07/2013
S88
Proposed C75

SETTLEMENT

21.03-1
18/07/2013
C69

General

Overview

- Colac is the major regional centre in the Shire for residential, service and manufacturing industry, retail, office services, recreation and education facilities.
- Apollo Bay is the major coastal urban centre in the Shire. It is experiencing high rates of development for both permanent and short-term (tourist) accommodation. It also provides a range of entertainment and recreational related facilities, including swimming, fishing, golf, cafes and restaurants.
- Colac and the coastal townships are experiencing increased rates of development.
- The management of residential, tourism and infrastructure development pressures is required, particularly in coastal areas.
- The development of the major towns in the Shire should take place in accordance with the recently completed Structure Plans for Colac and Apollo Bay.
- Smaller coastal settlements occur at Kennett River, Marengo, Separation Creek, Skenes Creek and Wye River, where development is expected to occur within current settlement boundaries due to various environmental constraints to growth.
- Other townships are located at Alvie, Barwon Downs, Beeac, Beech Forest, Birregurra, Carlisle River, Coragulac, Cororooke, Cressy, Forrest, Gellibrand, Lavers Hill, Pirron Yallock, Swan Marsh and Warrion.
- The future development of other townships in the Shire should proceed in a manner that contributes to the economic development of these townships, acknowledges and responds to environmental constraints and protects the broader landscapes within which these townships are located.
- Effluent disposal is a major problem in the smaller settlements, particularly in the peak periods with high tourist numbers.
- Rural residential living provides a desirable lifestyle for a number of residents and if appropriately located can reduce land use conflict in farming areas and contribute toward the economic development of small townships.
- The Rural Living Strategy 2011 has identified and designated suitable locations for rural living areas which do not take up high quality agricultural land and where an adequate level of services can be provided.
- The Rural Living Strategy highlights the role of small townships in accessing rural living land.
- A number of settlements have been identified with potentially suitable locations for additional rural living and township development subject to further investigation including Beech Forest, Gellibrand, Forrest, Alvie, Cororooke and Beeac.
- A number of de facto rural living areas have developed over a number of years on old subdivisions within the localities of Barongarook – Bushby's Road, Barongarook – Robinson Road, Barongarook – Everett Crescent, Barramunga, Bungador, Cororooke – Langdons Lane, Grey River, Irrewarra – Pyles Road, Johanna, Kawarren, Marengo – Alice Court, Petticoat Creek, Warncoort and Weaproinah.
- A number of largely undeveloped, old and inappropriate subdivisions unsuitable for development are found within the Shire abutting the township boundaries of Cressy and Pirron Yallock and in the localities of Gerangamete and Irrewillipe – Swan Marsh-Irrewillipe Road.
- There is a need to encourage excellence in the design of new development, including the layout of subdivisions and the recognition of cultural heritage.

COLAC OTWAY PLANNING SCHEME

- New urban development should be supported by the provision of or upgrade of public open space to meet the needs of the community it is to serve.

Objectives

- To facilitate the development of the various settlements in the Shire in accordance with the needs of each local community.
- To facilitate a range of developments in an environmentally sensitive way to provide greater residential choice.
- To direct rural residential and small town development to preferred locations.
- To provide limited opportunities for rural living development where these do not detract from the key environmental qualities of the region and do not cause land use conflict in farming areas.
- To minimise ad hoc development of unserviced old and inappropriate subdivision in the Farming Zone.
- To provide for and improve public open space to meet the needs of the community.

Strategies

- Ensure that there is sufficient fully serviced residential land to meet the needs of the existing and future population.
- Encourage future residential development into existing zoned and serviced areas to avoid an oversupply of residential zoned land and to make the most effective use of infrastructure services.
- Provide opportunities for the provision of a wide range of housing choices for residents, short-term holiday residents and tourists.
- Development within rural living areas should be contained within the existing Rural Living Zone land and further subdivision, other than in Elliminyt, should be discouraged.
- Restructure existing lots in old and inappropriate subdivisions in Cressy, Gerangamete, Pirron Yallock and Irrewillipe in order to minimise development, retain the land in agriculture, prevent further servicing problems and avoid ad hoc development outside designated settlement boundaries.
- Ensure that development incorporates Environmentally Sustainable Development (ESD) practises.
- Promote a pattern of settlements in the coastal strip that balances between opportunity for growth and retention of environmental and cultural qualities.
- Restrict the expansion of other coastal settlements in accordance with environmental constraints.
- Ensure that development of the Colac and Apollo Bay airfields is not prejudiced by encroaching urban development.
- Ensure the provision of public open space meets the needs of the communities it is to serve by improving access, facilities and presentation.

21.03-2

18/07/2013
C69

Colac

Overview

A Structure Plan for Colac was adopted by Council (February 2007) and articulates the preferred development future for this key centre of the municipality and broader region. Key issues to emerge from the Structure Plan include the need for:

- A township boundary to clearly identify the extent of future development and enable the protection of valuable farming land that surrounds the township.

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- Consolidation around the town centre and activity nodes taking into account heritage constraints.
- Provision of a secondary commercial node to cater for the growing area of Elliminyt.
- Retention and enhancement of Colac's heritage assets.
- Protection of Lake Colac from inappropriate industrial development.
- Provision of an adequate supply of industrial land consolidated in east Colac.
- An increase in the amount of public open space (both linear and non-linear) and development of policy direction supporting future open space provision for residential development.
- Better integration between Colac and Lake Colac through design features and foreshore development.
- Increased opportunity for recreational linkages between key activity areas including Lake Colac.
- Urban design improvements for the enhancement of the Colac Town Centre and main street.
- Improved traffic management in Colac.
- Strategies to create a precinct to focus community learning through a multi-purpose education, recreation and community precinct.
- There is a need to identify a heavy vehicle by-pass of the Murray Street retail centre.

Objectives

- To manage the growth of Colac consistent with its role as the major urban centre of the Shire.
- To enhance the built and natural environment of Colac.

Strategies

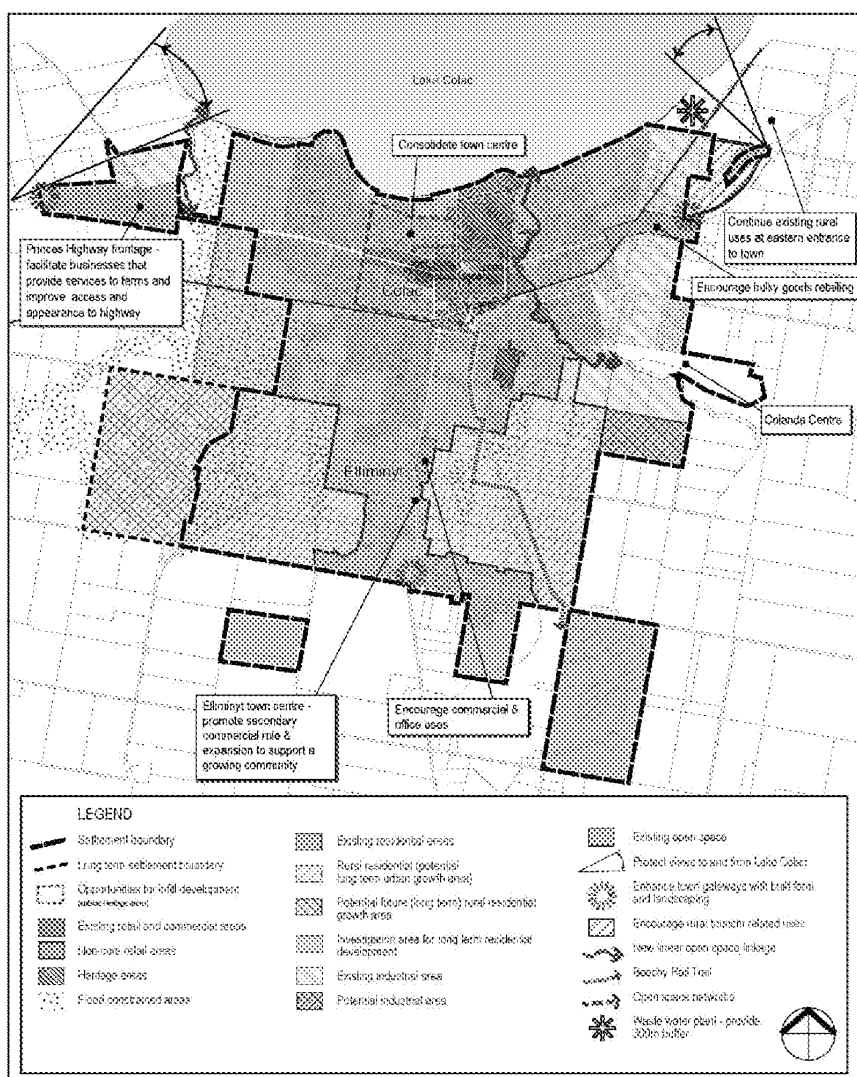
- Ensure that the development of Colac occurs generally in accordance with the strategic directions outlined in the Colac Framework Plan attached to this Clause.
- Encourage medium density development in the existing Colac town centre and ensure that infill housing proposals demonstrate that they are designed in a manner that is compatible and appropriate for the prevailing character and heritage values of the precinct.
- Create additional residential opportunities close to the Colac town centre.
- Provide adequate car parking to cater for commercial development.
- Retain heritage places and areas as significant components of Colac's character and attractiveness.
- Designate areas of rural land between Elliminyt and Colac (east and west of Colac - Lavers Hill Road) as rural lifestyle opportunities.
- Support an increase in the amount of usable public open space (both linear and non-linear) to support recreational land uses and linkages between activities.
- Discourage any additional or new industrial development adjacent to Lake Colac.
- Encourage the relocation of existing 'inappropriate' industrial uses out of the town centre.
- Identify new industrial opportunities in Colac East which provide areas suited to a diverse range of light to general industrial activities.
- Improve the appearance of existing industrial development in Colac to provide more attractive and inviting entrances to the town.
- Designate land in Elliminyt for a community / commercial node.
- Provide for commercial type uses on Colac-Lavers Hill Road.

COLAC OTWAY PLANNING SCHEME

- Provide opportunities for expansion of the east Colac Highway Business area.
- Enhance the west Colac Highway Business area.
- Minimise the impact of the Colac Water Reclamation Plant on development on nearby land.
- Ensure that future use and development of the Colac Water Reclamation Plant is not detrimentally affected by allowing inconsistent and potentially conflicting development to occur within its buffer area.
- Create a multi-purpose education, recreation and community precinct to focus community learning.
- Investigate options for a heavy vehicle by-pass of the Murray Street retail centre.
- Explore the potential of developing a neighbourhood park on the Irrewillipe Road Basin Reserve.
- Improve and enhance the pathways along Barongarook Creek.
- Improve and expand organised sports facilities at the Golf Club/Turf Club site.
- Investigate opportunities for open space at the former High School site.

COLAC OTWAY PLANNING SCHEME

Colac Framework Plan



COLAC OTWAY PLANNING SCHEME

21.03-3 Apollo Bay and Marengo

18/07/2013
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Overview

A Structure Plan for Apollo Bay (including Marengo and Skenes Creek) was adopted by Council (April 2007) and articulates the preferred development future for this key coastal centre. Key issues to emerge from the Structure Plan were that:

- Apollo Bay, Marengo and Skenes Creek are to remain as distinct coastal settlements with development to be contained within coastal settlement boundaries.
- Each settlement has a separate identity and local character;
- A key role of Apollo Bay is to provide a diversity of housing opportunities consistent with its identity and local character;
- The natural beauty of the area, with its unspoilt beaches set against a dramatic backdrop of rolling hills, providing the overarching character which unites the settlements, to be reflected in new development;
- The seaside fishing village character of Apollo Bay, focused around a robust working harbour, is highly valued and this character should be preserved and strengthened by new development;
- Change in Apollo Bay, Marengo and Skenes Creek should take place with a demonstrated commitment to healthy lifestyles and ecological sustainability, and be responsive to the natural environment;
- The settlements should continue to provide for high quality living, offering improved community facilities and services, as well as economic development opportunities, for a self sustaining lifestyle.
- Water supply is a potential constraint to the future growth of Apollo Bay which can only proceed subject to the demonstrated availability of an adequate water supply.

Objectives

- To develop Apollo Bay as an attractive residential community which provides a high quality environment as a significant tourist centre.
- To retain Apollo Bay, Marengo and Skenes Creek as distinct coastal settlements with their own local character.
- To ensure that the natural beauty of the area is reflected in new development.
- To preserve the seaside village character of Apollo Bay.
- To ensure that change demonstrates a commitment to sustainability and is responsive to the natural environment.

Strategies

- Ensure that the development of Apollo Bay and Marengo occurs generally in accordance with the strategic directions outlined in the Apollo Bay Framework Plan attached to this Clause.

Settlement Character and Form

- Consolidate the town centre of Apollo Bay, limit building heights and provide a greater diversity of accommodation at higher densities within and in close proximity to the commercial area.
- In the residential areas outside the town centre of Apollo Bay, limit building heights and ensure upper levels are well articulated to respect the character of the area and provide for a more traditional dwelling density to contribute to a diversity of housing choice.

COLAC OTWAY PLANNING SCHEME

- Require new development and streetscape works in the Apollo Bay town centre to build on and reinforce the fishing village coastal character of the township, and contribute to the creation of a vibrant public realm.
- Reinforce and improve the informal character, accessibility and amenity of streetscapes in the residential areas of Apollo Bay, Marengo and Skenes Creek, reflecting the distinct existing and preferred future character of each settlement in new improvements.
- Achieve excellent architectural quality in new development or improvements to existing buildings in the town centre, drawing on the existing valued qualities of the centre and setting a new direction in the use of innovative, high quality design.
- Promote Apollo Bay and Marengo as leaders in environmental sustainability within the Great Ocean Road Region and improve the ecological integrity of environmental features within and around settlements.
- Conserve and enhance heritage places as a significant factor in developing tourism.

The Size of Settlements

- Utilise natural boundaries, where appropriate, to define settlement edges and set limits to urban expansion.
- Define and maintain a hard edge to the urban area of each of these settlements, particularly when viewed from the Great Ocean Road.
- Ensure that urban development results in the efficient utilisation of existing infrastructure and minimises the requirements for new infrastructure.
- Encourage infill development of medium density housing and accommodation within walking distance of the commercial area of Apollo Bay, to reduce the pressure to expand the urban area, and provide alternative housing choice.
- Facilitate non-urban form tourism accommodation development on land between the coastal settlement boundary and Wild Dog Creek.

Activities: Business, Tourism, Community and Recreation

- Intensify commercial and business land uses within the commercial area of Apollo Bay and ensure a future supply of Business Zoned land to meet demand.
- Develop the Apollo Bay Harbour Precinct with a tourism, fishing, boating, commercial and recreational focus strengthening links to the town centre of Apollo Bay and providing net community benefits.
- Encourage future recreation facilities to be located together with other community facilities in a central and accessible location.
- Ensure that community, health, education and recreation facilities are provided to meet the needs of current and projected future residents and visitors to the area.
- Support the growth of tourism as a major employer for the region.
- Provide for future industrial development while minimising offsite impacts on surrounding residential uses, the environment (particularly local waterways) and views from residential areas and the Great Ocean Road.
- Improve the provision and quality of neighbourhood parks in the urban residential areas.
- Establish a future use for the Heathland Estate Reserve.

Landscape Setting and Environment

- Maintain the 'green-breaks' and landscape dominance between the settlements to ensure that each settlement remains distinct.
- Protect the Otway foothills as a scenic, undeveloped backdrop to Apollo Bay and Marengo.

COLAC OTWAY PLANNING SCHEME

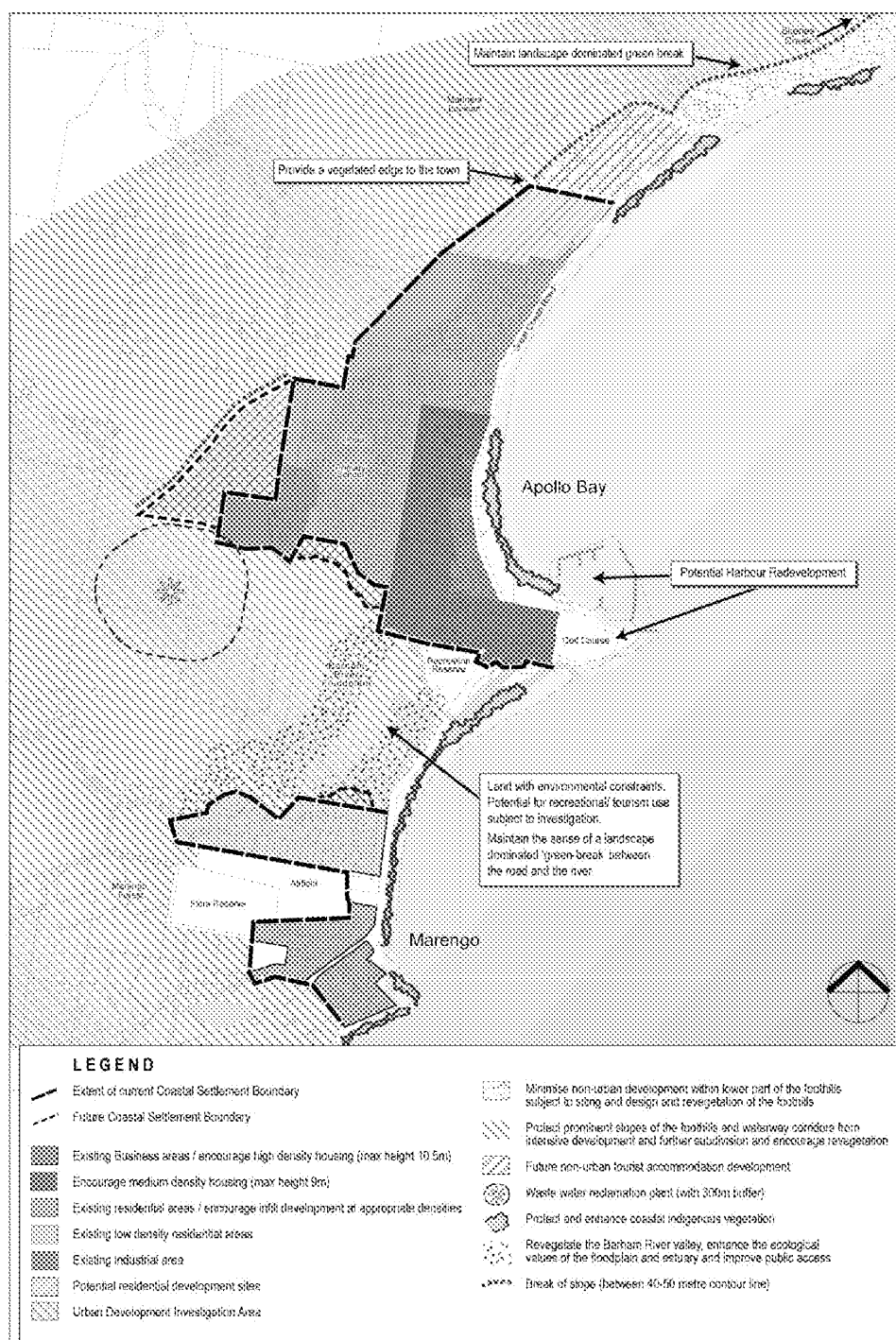
- Recognise and protect ecological values and avoid development in areas at risk from the effects of flooding, wildfire, acid sulphate soil disturbance, erosion, landslip and salinity.
- Reinforce and enhance the identity and the sense of arrival and departure at the entrances to Apollo Bay and Marengo.
- Improve the appearance and amenity of the foreshore reserve in Apollo Bay and reduce the impact of the existing and future structures on the naturalness of the setting.
- Achieve improved visual and physical links between the Apollo Bay town centre and the beach.
- Protect and enhance the significant views and vistas available from the settlements, the beach and the harbour, as well as views available from key vantage points in the hills.

Access

- Strengthen the pedestrian and cyclist connections between Marengo, Apollo Bay and Skenes Creek.
- Create a highly walkable town centre in Apollo Bay with safe and convenient access to shops, community facilities and recreational activities.
- Manage the orderly flow of traffic at all times of the year and enhance pedestrian safety and movement.
- Ensure the future parking needs of Apollo Bay are met and parking congestion in the Great Ocean Road is minimised.
- Support, promote and improve public transport.
- Ensure continued and improved air access to the Apollo Bay region.

COLAC OTWAY PLANNING SCHEME

Apollo Bay, Marengo and Skenes Creek Framework Plan



COLAC OTWAY PLANNING SCHEME

21.03-4 Birregurra

18/07/2013
C69

Overview

The township of Birregurra is located approximately 20 kilometres east of Colac and approximately 6 kilometres to the south of the Princes Highway. Birregurra has been described as traditionally a workers town, being a home for workers in the timber and farming sectors. The town is also home for a number of people who commute to Lorne, Colac and Geelong for work. Over the years the population of Birregurra has been affected by a range of events including a reduction of services available within the township and fluctuating agricultural markets.

Development pressures, high costs of accommodation for tourists and workers and an increase in tourist numbers in Lorne and other coastal communities has seen more people exploring nearby towns such as Birregurra for accommodation and recreation. This seasonal influx of visitors provides important business development and employment opportunities within Birregurra.

Birregurra is an attractive town for many reasons including for:

- The built form of the town and the many period style buildings throughout the town and in particular along the south side of Main Street with attractive shop fronts many with verandahs.
- The Church precinct located on the elevated land to the south of the town.
- The extent and variety of exotic and native vegetation existing throughout the town. The extent of the vegetation is clearly seen due to the elevated nature of the land, particularly on the southern side of the town.
- The topography of the land surrounding the town including the Barwon River valley and associated tributaries and undulating farming land.

The Birregurra Township Master Plan Report was adopted by Council (January 2003) and identifies urban design and built form opportunities to improve the presentation of this important centre in the municipality.

Objectives

- To facilitate development of Birregurra as a community with a viable economic future.
- To maintain and enhance the quality of Birregurra as an attractive residential environment.
- To facilitate the provision of infrastructure to support the development of Birregurra in an environmentally sensitive way.

Strategies

- Identify and protect historical and other key features of the community.
- Require all new development to provide for the retention and absorption of wastewater within the boundary of any lot in accordance with the Septic Tanks Code of Practice, subject to provision of a new sewerage scheme.
- Limit rural residential development to the south west of the town.
- Encourage commercial development in the existing centre to be sympathetic to existing streetscapes.
- Encourage the development of small-scale economic activity which complements the resources and industries of the region and which encourages tourism.
- Encourage the location of small-scale tourist accommodation facilities in the community.
- Facilitate new industries related to the existing sawmill.

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- Retain Birregurra's heritage assets as important components of its character and attractiveness.
- Improve open space provision as the community expands and improve linkages between key destinations.
- Investigate development of the Tiger Rail Trail from Birregurra to Barwon Downs and Forrest.

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18/07/2013
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Skenes Creek

Overview

Skenes Creek is a coastal hamlet set on rolling topography at the base of the Otway Ranges. There is a sense of openness to the town created by the spacious siting of buildings and expansive views to the coast and hillsides. A green wedge corridor through the centre of the township links the town with a vegetated hillside backdrop and is enhanced by regeneration of indigenous and appropriate coastal shrubs around dwellings and public areas.

Objective

- To protect the nationally significant Great Ocean Road Region landscape and the distinctive landscape qualities and coastal setting of Skenes Creek township.

Strategies

- Ensure new development responds to the above key issues and achieves the following Preferred Character Statement for the Character Areas identified at Schedule 4 to Clause 43.02.

Skenes Creek Precinct 1 – Preferred Character Statement

This precinct provides a native 'green wedge' for the whole township, extending from the hill slopes behind the town to the Great Ocean Road. The character of the precinct will be strengthened by the planting and regeneration of indigenous and native vegetation. Dwellings will be set far enough apart to accommodate substantial native bush areas including canopy trees, and will be set substantially below the vegetation canopy. The semi-rural feel of the area will be retained by the lack of fencing and frequent unmade roads. Views to the dwellings will be softened by native vegetation in frontages to major roads and in the public domain along road verges.

Skenes Creek Precinct 2 – Preferred Character Statement

This precinct will continue to be characterised by diverse coastal dwellings set amongst established coastal gardens. The sense of openness will be maintained by setting the buildings apart, minimising intrusive front fencing, and encouraging building forms that respect views to the surrounding hills and coast. The precinct will be united by consistent mature plantings of native and exotic coastal species in the public and private domains.

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Kennett River, Wye River and Separation Creek

Overview

The structure plan for Kennett River, Wye River and Separation Creek articulates the preferred development future for these coastal townships. Key issues to emerge from the structure plan were that:

- Kennett River, Wye River and Separation Creek will remain as distinct coastal townships nestled in the foothills of the Otway Ranges.
- The primary roles of the townships will be to provide housing for permanent and part time residents and to provide a diverse range of holiday accommodation.

COLAC OTWAY PLANNING SCHEME

- The existing and preferred character of the townships is characterised by low scale buildings which respond to the constraints of the topography in their coastal location and generally sit below the predominant tree canopy height.
- The informal, open and spacious character of the townships is highly valued and should be preserved and strengthened by new development.
- The impact of the townships on the natural environment will be as minimal as possible with water and wastewater being sustainably managed and vegetation acknowledged and valued.
- Future development within the townships should respond appropriately to a range of acknowledged environmental constraints including land slip, wildfire threat, coastal inundation and erosion, storm water management, water supply and effluent disposal.
- The townships have a low growth capacity and all future growth will be contained within existing urban or appropriately zoned land.

Objectives

- To protect and maintain the nationally significant Great Ocean Road Region landscape and the distinctive landscape qualities and coastal setting of Kennett River, Wye River and Separation Creek.
- To support limited tourist, commercial and retail services to the townships.
- To limit the growth of the coastal townships and discourage development outside of existing settlement boundaries.
- To preserve and enhance the environmental qualities of the townships and ensure development responds to the preferred neighbourhood character.
- To ensure that waste water from existing and proposed development is managed in a way that minimises its impact on the environment.
- To ensure that stormwater drainage systems respond to the constraints posed by the townships unique climatic, geological and environmental setting.
- To improve pedestrian access between the hamlets and the foreshores.
- To plan for the impacts of future climate change.

Strategies

- Maintain the existing settlement boundaries as identified on the framework plans forming part of this clause.
- Ensure that future growth of the townships is limited to infill development and renewal contained within existing settlement boundaries.
- Encourage any infill development within the townships, particularly tourist accommodation, to locate in the flatter, less vegetated areas near the centre of the townships (as identified on the framework plans forming part of this clause) but taking into account the need to respond to climate change induced coastal hazards.
- Ensure that any development outside the settlement boundaries is low scale and sensitively sited with minimal impact on the landscape and meets the criteria of the Great Ocean Road Region Landscape Assessment Study.
- Restrict commercial and retail development to small, incremental changes to existing facilities.
- Maintain and preserve the natural setting of the foreshores by minimising new structures in these areas.
- Create or enhance safe pedestrian access from all parts of the townships to the foreshores.
- Encourage opportunities to improve the general store and cafe of Kennett River, including incorporating an outdoor dining area and improved car parking areas to be more landscaped and pedestrian friendly.

COLAC OTWAY PLANNING SCHEME

- Encourage more diverse accommodation in Separation Creek with small scale projects.
- Collaborate with State Government in developing and implementing new initiatives to manage the impacts of climate change in the future.
- Ensure all new development achieves the following Preferred Character Statement for the Character Precincts identified at Schedule 4 to Clause 43.02:

Kennett River Precinct 1 – Preferred Character Statement

This precinct will be dominated by continuous native bush, with dwellings set below and amongst remnant canopy trees. Frontages will be open and consist of diverse native understorey that screens views of buildings from roads. The low scale dwellings will avoid prominent locations and ridgelines, and will be sited to provide for the reasonable sharing of views to the coast where available. Vegetation will be retained or replaced with any new developments to screen buildings when viewed from the Great Ocean Road. Innovative house styles will be encouraged of a scale, materials and colours that blend with the bush character and follow the topography. The informal bush character of the precinct will be assisted by the streetscape planting and lack of formal kerbing.

Kennett River Precinct 2 – Preferred Character Statement

This precinct will consist of coastal style dwellings set amongst gardens of native species. A spacious garden character will be maintained by setting buildings apart and encouraging landscaping between dwellings. Dwellings will be carefully designed, sited and landscaped to be unobtrusive when viewed from roads and to provide for a sharing of views to the coast where available. Trees in both public and private domains will provide a sense of continuity through the precinct and visually link with the adjacent bushland areas.

Wye River Precinct 1 – Preferred Character Statement

This precinct will continue to be characterised by dominant native bush that forms a consistent canopy, linking to the adjacent bushland. Dwelling scale, bulk and siting will respond to the site and topography, allowing space and setbacks to maintain native bush, both as canopy and understorey. Buildings will be set beneath the canopy, and appropriately sited and designed so as to allow for the sharing of views to the coast where available, and to be hidden from view from the Great Ocean Road. The informality of the streetscapes will be retained by the lack of front fencing, frequent unmade roads and remnant vegetation.

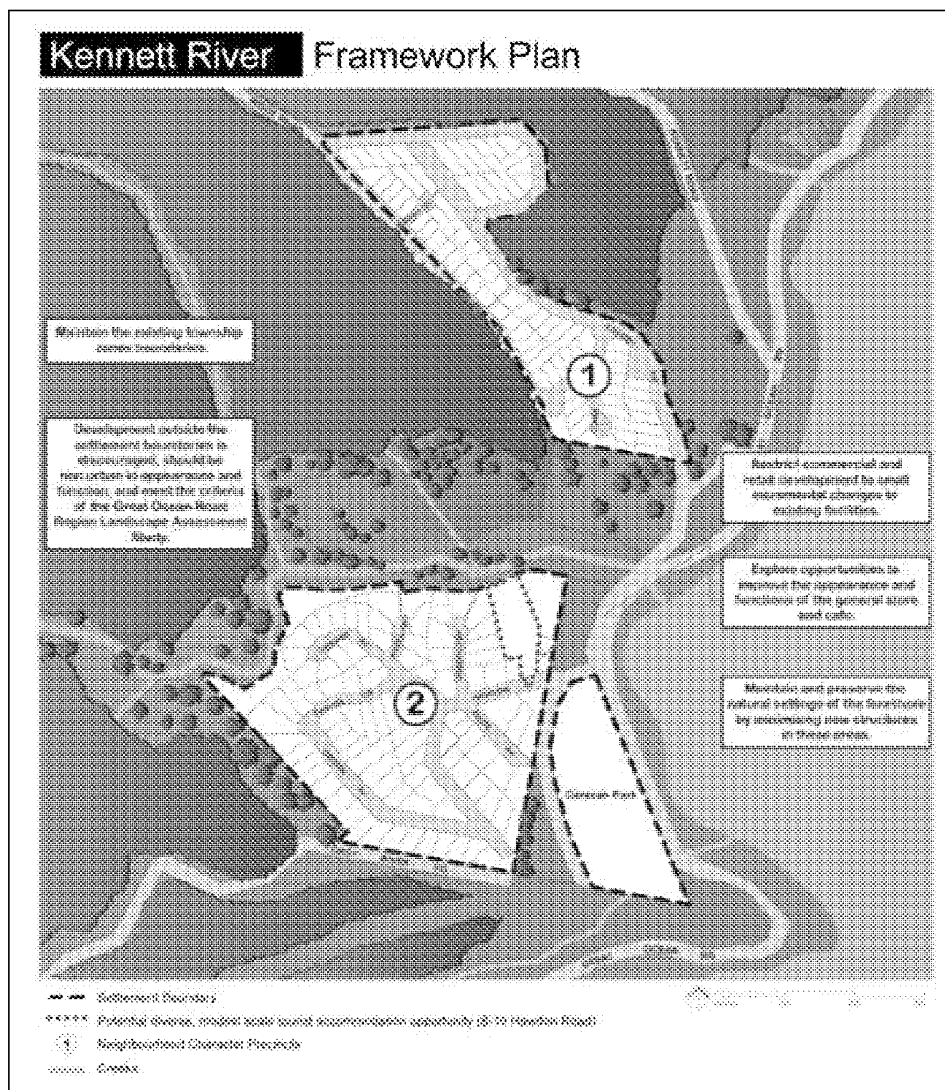
Wye River Precinct 2 – Preferred Character Statement

This precinct will achieve a more consistent native vegetation coverage to provide a unifying feature throughout. Space around dwellings will be sufficient to maintain trees and understorey, and minimises the appearance of building bulk and density. On hill slopes, buildings will relate to topography and be set amongst and beneath a dominant, native tree canopy. Buildings and structures in prominent locations when viewed from the Great Ocean Road will be designed to reduce their visual intrusion. Retention and planting of canopy trees in the public domain and around dwellings will be encouraged to establish a consistent tree canopy.

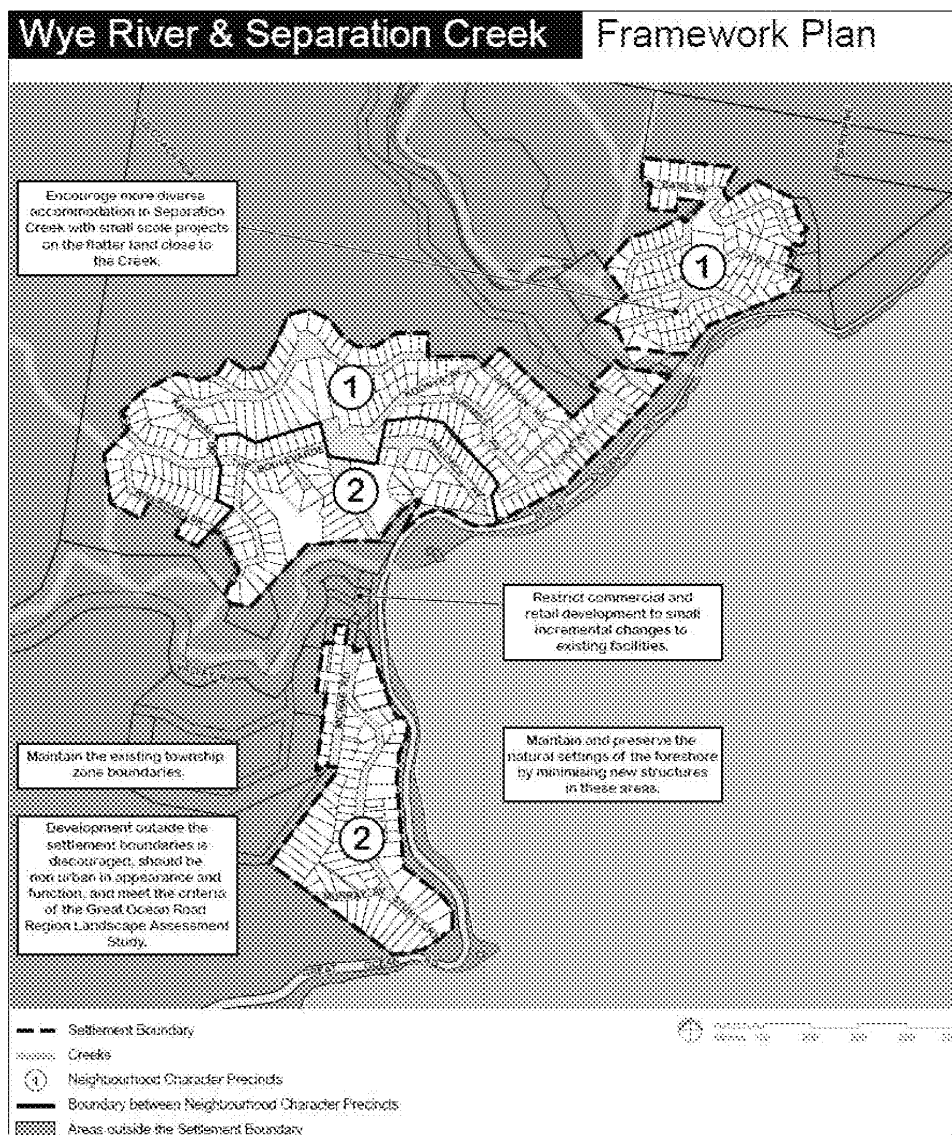
Separation Creek Precinct 1 – Preferred Character Statement

This precinct will consist of a mix of low, coastal style dwellings and newer coastal styles, in established gardens and amongst native canopy trees in the vegetated hillfaces. Dwellings will be of materials and colours that reflect the coastal setting, and be designed and sited so as to minimise intrusion into views from roads, public spaces and adjacent dwellings and impact on the topography. Establishment of native and coastal trees in public and private gardens will unite the precinct and provide visual links to the surrounding bushland and creek environs.

COLAC OTWAY PLANNING SCHEME



COLAC OTWAY PLANNING SCHEME



COLAC OTWAY PLANNING SCHEME

21.03-7

Forrest

18/07/2013
C69

Overview

Forrest is located 32.6 kilometres from Colac and is placed at the foothills of the Otways approximately 161 kilometres from Melbourne and 76 kilometres from Geelong.

A Structure Plan for Forrest was adopted by Council (August 2011) and articulates the preferred development future for Forrest. Key issues to emerge from the Structure Plan were that:

- The role of Forrest as an outdoor recreation and tourism destination has been well established over recent years along with an emerging trend for rural lifestyle residential development.
- Forrest's tourism functions will continue to play a primary role in the town's growth and development into the future.
- There are significant environmental constraints within Forrest including bushfire, flooding and landslip risks that impact on future potential for expansion of the town.

Objectives

- To support Forrest's role within the Otways as a key destination for tourism and recreational pursuits and as a small town with limited potential for residential growth.

To limit residential development to the existing urban area contained within Forrest's settlement boundary, subject to the outcome of further investigation into the viability of development adjoining the north west edge of the town in accordance with the Forrest Framework Plan attached to this Clause.

- To encourage the development of accommodation facilities which contribute to the viability of tourism and recreation-based activities.
- To promote Grant Street as the primary location for future commercial activities within Forrest.
- To encourage development and activities which add commercial and recreational diversity to the Forrest Township.
- To ensure that the various cultural and environmental heritage assets of the township are protected, maintained and continue to be articulated within Forrest's private and public realm.
- To ensure new residential and commercial development is responsive to the environmental, biodiversity, conservation and landscape values of the local region.
- To ensure that development within Forrest responds to and mitigates any identified bushfire risks.
- To improve pedestrian access and movement along Grant Street.
- To facilitate the provision of community services and social infrastructure within Forrest which promote the town's liveability and increase social equity.

Strategies

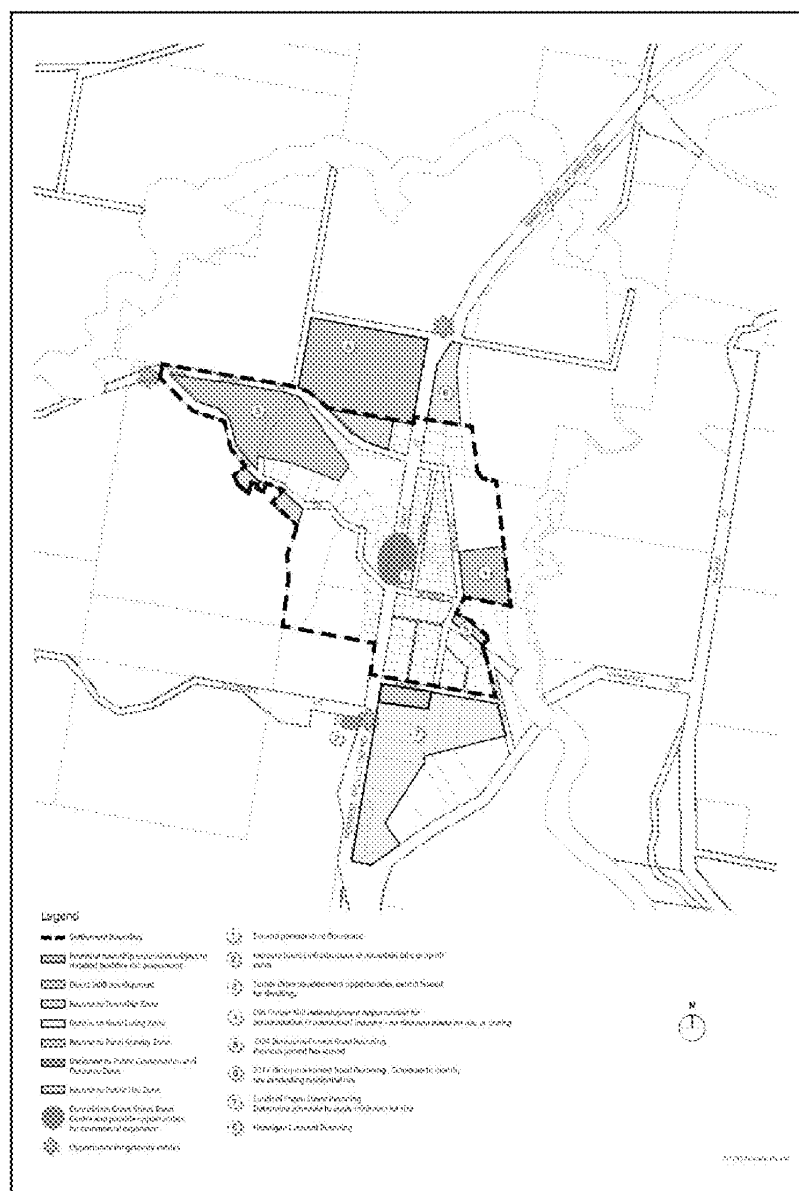
- Maintain settlement boundaries shown on the Framework Plan in this Clause pending detailed strategic assessment of bushfire risks and potential measures to manage bushfire risk for the town and broader area.
- Ensure that future growth of the township maximises infill development.
- Concentrate small scale businesses and commercial uses (such as retail premises, shop, restaurant, industry and accommodation) along Grant Street between the Community Hall and Turner Drive/Blundy Street.

COLAC OTWAY PLANNING SCHEME

- Encourage some commercial development, particularly accommodation, to locate on Rural Activity Zoned land taking into account the need to respond to bushfire risks and the environmental values of the surrounding landscape.
- Encourage the re-development of the existing general store to provide additional floor space, an active street front and expanded provision of commercial services.
- Encourage and consolidate street based retailing in the form of cafes and outdoor seating on the eastern side of Grant Street.
- Upgrade existing pedestrian infrastructure including new footpaths along the eastern side of Grant Street to accommodate pedestrian access, seating and bicycle parking and ensure any new development is designed to activate the streetscape.
- Ensure land use and development does not detrimentally impact upon identified significant flora and fauna habitats, including areas of roadside vegetation.
- Support tourism related use and development within the town boundary taking into account the need to respond to bushfire risks and environmental values and to protect the amenity of nearby residential uses.

COLAC OTWAY PLANNING SCHEME

Forrest Framework Plan



21.03-8 Smaller Townships

18/07/2013
C69

Overview

COLAC OTWAY PLANNING SCHEME

It is important to protect the character of the smaller townships within the Shire, particularly those located along the spectacular Great Ocean Road and nestled within the majestic and beautiful Otway Ranges.

Township Master Plans (focussing on public infrastructure improvements) have been prepared for Carlisle River, Gellibrand, Forrest, Barwon Downs and Beech Forest. Urban Design Frameworks have been prepared for Beeac, Cressy, Lavers Hill and Swan Marsh. The Master Plans and Urban Design Frameworks identify urban design and built form opportunities to improve the presentation of these important centres in the municipality.

So as to improve the viability of small townships it is acknowledged that future planning needs to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, community facilities and related infrastructure.

The Rural Living Strategy 2011 highlights the role of small towns and settlements in supporting tourism and rural lifestyle demand.

The Rural Living Strategy 2011 also provides a strategic basis for future land use studies to investigate opportunities for small scale expansion within some of the Shire's small towns, including Alvie, Beeac, Cororooke, Gellibrand and Beech Forest. Gellibrand and Beech Forest's growth potential will be subject to an investigation into fire risk and effluent management issues.

Objectives

- To provide an attractive and safe residential environment within the smaller communities of the Shire.
- To encourage development of smaller townships in the Shire that contributes to their economic development, acknowledges and responds to environmental constraints and protects the broader landscapes within which these townships are located.
- To facilitate the ongoing economic future of small communities.
- To recognise the different roles of smaller townships and centres containing a range of community and other facilities.
- To maintain and enhance the environmental quality of small communities.

Strategies

- Ensure that development of the Shire's small communities occurs generally in accordance with relevant township masterplans, structure plans and other strategies.
- Encourage the development of small-scale economic activity which complements the resources and industries of the region.
- Encourage the location of tourist accommodation facilities within small communities in the region.
- Retain heritage places as significant components of the character and attractiveness of smaller townships.
- Encourage high quality design input to development in small communities.
- Maintain existing township zonings in Alvie, Cororooke and Beeac pending the preparation of town plans.
- Maintain existing township zonings in Gellibrand and Beech Forest pending further strategic assessment of the potential for expansion having regard to bushfire risk and effluent management.
- Otherwise generally restrict the expansion of communities in potable water supply areas and areas subject to or at risk of landslip, high fire risk and flooding.
- Encourage the implementation of landscape features that recognise indigenous flora and fauna.

Specific Implementation

COLAC OTWAY PLANNING SCHEME

Policy guidance

Assess proposals in townships (other than Colac, Apollo Bay and Marengo) against the following criteria:

- Development should not exceed 8 metres in height, unless special characteristics of the site justify a higher structure and no off-site detriment is caused.
- Building site coverage should not exceed 50 per cent, except on business zoned land.
- The slope of the roof should relate to the topography of the surrounding landform. Dominant or multiple angular roof slopes and designs should be avoided.
- External building material colours should be of muted toning and roofing material should be non-reflective.
- External materials should be in harmony with the surrounding landscape of the settlement.
- Landscaping should enable development to blend into the surrounding area. This may be achieved by:
 - Using a mixture of low, medium and high growing native trees and shrubs, including some species of trees with a growing height above the roof level of the proposed building.
 - Providing replacement planting for vegetation that is removed.

When deciding on the design, siting, mass and scale of new development in townships (other than Colac, Apollo Bay and Marengo) consider, as appropriate:

- Whether it is a major development node or a settlement with limited development potential and only serving the immediate community.
- The visual character of the particular settlement and the likely impact of the development on that visual character.
- The view of the site from the Great Ocean Road and major viewing points in the Otway Ranges and the likely impact of the development on these views.

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C69

Rural Living

Overview

Council prepared and adopted a Rural Land Strategy (September 2007) which identified a range of issues affecting rural land use in the Shire, and has since adopted the Rural Living Strategy 2011. The Rural Living Strategy provides the basis for policy on the use and development of land for dwellings and subdivisions in rural areas. It identified the following in regards to rural living development within the Shire:

- Rural land traditionally used for farming is being used for lifestyle purposes in the absence of land which can accommodate rural lifestyle demand. This is causing problems associated with increasing property values inhibiting farm growth, servicing, provision of infrastructure and conflict with adjoining land uses which has the potential to undermine the objective of protecting the agricultural base of the Shire.
- The greatest opportunities to accommodate rural living development are around Colac where there is greatest supply and fewest constraints for development.
- There are sufficient levels of services and infrastructure to accommodate demand for rural lifestyle development in Coragulac.
- There is scope to conduct investigations into the potential development of some smaller towns in the Shire to accommodate some moderate township expansion, which may contribute to the overall supply of land desirable for rural living purposes.

Objectives – Rural living

- To provide opportunities for rural residential style development in appropriate locations that do not negatively impact on the ability to farm.

COLAC OTWAY PLANNING SCHEME

- To recognise the function of already-developed old and inappropriate rural subdivisions as 'de facto' rural living developments;
- To restrict the intensification of existing old and inappropriate subdivisions and prevent the further encroachment of rural living development on surrounding farming land.

Strategies – Rural living

- Direct future rural living development to nominated areas where there are fewer economic, environmental, social, land use and servicing constraints for settlement.
- Recognise the function of already-developed old and inappropriate rural subdivisions as 'de facto' rural living developments.
- Restrict the development of existing old and inappropriate subdivisions through the implementation of lot sizes which limit further subdivision and prevent the further encroachment of rural living development on surrounding farming land.

COLAC OTWAY PLANNING SCHEME

21.06 GENERAL IMPLEMENTATION

18/07/2013
C68
Proposed C75

The objectives and strategies identified in Clause 21 will be implemented by:

Using zones, overlays, local policy and the exercise of discretion

- Applying the Low Density Residential Zone to land within Coragulac to facilitate rural residential development of land between the two areas zoned Township.
- Rezoning areas of Farming Zoned land in north-east Colac to Rural Activity Zone.
- Applying minimum setbacks to identified main roads in the schedule to the Farming Zone.
- Rezoning the Industrial 1 Zone land in West Colac to the Farming Zone.
- Rezoning the Industrial 1 Zone land north of Treatment Works and Flaxmill Roads Colac to the Farming Zone.
- Applying the Industrial 1 Zone to land east of Forest Street, Colac to provide for an adequate and diverse supply of industrial land.
- Applying the Business 3 Zone to land in Main Road Colac to recognise existing commercial uses.
- Applying the Rural Living Zone to an area south of Colac with a minimum lot size of 1.2ha to reflect the existing settlement and development pattern.
- Applying the Rural Living Zone to areas in Kwarren, Barongarook, Irrewarra, east of Birregurra, Cororooke, Warncoort and Forrest to reflect existing settlement and development patterns.
- Applying the Rural Activity Zone to an area of the Apollo Bay Hinterland with a 40ha minimum lot size.
- Applying the Rural Activity Zone to an area east of Colac with a minimum lot size to reflect the existing settlement pattern.
- Applying the Rural Activity Zone to land north of Forrest with a 40ha minimum lot size to support tourist development.
- Maintain the current minimum lot size provisions in the schedule to the Farming Zone for subdivision of 40ha (with 80ha in the north east).
- Maintain 40 hectares as the minimum area for which no permit is required for a dwelling in the Farming Zone (with 80ha in the north east).
- Applying the Development Plan Overlay (Schedule 2) to undeveloped land zoned Residential 1 in Colac.
- Applying the Development Plan Overlay (Schedule 3) to land proposed to be rezoned to Industrial 1 Zone east of Forest Street, Colac.
- Applying the Design and Development Overlay Schedule 5 to land within the Apollo Bay town centre.
- Applying Design and Development Overlay Schedule 6 to land adjoining the town centre of Apollo Bay.
- Applying Design and Development Overlay Schedule 7 to all other residentially zoned land within Apollo Bay and Marengo.
- Modifying the boundary of Airport Environs Overlay Schedule 2.
- Applying the Significant Landscape Overlay (Schedules 1-5) as identified in the Great Ocean Road Region Landscape Assessment Study and the Apollo Bay Framework Plan.
- Applying the Environmental Significance Overlay (Schedule 6) to an area buffering the Colac Water Reclamation Plant.
- Considering applications for all areas affected by the Heritage Overlay in accordance with Clause 22.01 (Heritage Places and Areas Policy).

COLAC OTWAY PLANNING SCHEME

- Apply the Restructure Overlay to “old and inappropriate” subdivisions at areas in Cressy, Gerangamete, Irrewillipe and Pirron Yallock.

Undertaking further strategic work

- Undertake local bushfire assessments for the towns of Beech Forest, Forrest, Gellibrand and Lavers Hill to further clarify their development potential.
- Prepare a Master plan for Beeac. The work should include:
 - A Township Effluent Management Plan to determine capacity for infill development and future growth.
 - Evaluation of development options immediately to the east and north-west of the existing township zone.
- Prepare a Master plan for Gellibrand. The work should include:
 - A Township Effluent Management Plan to determine capacity for infill development and future growth.
 - Evaluation of development options in the vicinity of Gellibrand-Carlisle Road and along the northern approach to Gellibrand.
- Consider the appropriateness of rezoning the Low Density Residential Zoned land in Christies Road to Farming Zone through the review of the Colac Structure Plan.
- Prepare a precinct structure plan for Elliminyt.
- Prepare a precinct structure plan for the East Colac area north of the Princes Highway.
- Undertake a residential land supply analysis for all segments of the Colac market.
- Undertake an industrial land supply analysis for Colac.
- Undertake an analysis of parking issues in the Colac and Apollo Bay Commercial areas.
- ~~▪ Develop an open space strategy to guide future open space provision for residential development in new and established residential areas in Colac and Apollo Bay.~~
- Further investigate and consider the former Bruce Street landfill site for the purpose of a recreation area or other appropriate use linked to Lake Colac.
- Prepare an Apollo Bay Harbour Precinct Master Plan for the redevelopment of the port vicinity with a tourism, fishing, boating, commercial and recreational focus strengthening links to the town centre and providing net community benefits.
- Prepare a structure plan for Birregurra to manage future growth in a manner responsive to environmental constraints and respectful of the unique qualities of this township. This should be prepared and implemented before the advent of sewerage to ensure development is properly controlled to ensure the preservation and enhancement of the local character and natural and built form of the town.
- Investigate the development of policy guidelines to guide development within the Birregurra township including materials, built form, height, setback and colours and the appropriateness of a Design and Development Overlay to protect its unique qualities.
- In conjunction with Barwon Region Water Corporation, assess the needs and opportunities for reticulated sewerage in Birregurra and impacts on future development.
- Update Overlays on completion of the Corangamite River Health Strategy.
- Update the Vegetation Protection and Environmental Significance Overlays to incorporate revisions to the Ecological Vegetation Class mapping.
- Update the Land Subject to Inundation Overlay and schedule to align with revised data and mapping when available from the Corangamite Catchment Management Authority.
- Revise the Erosion Management Overlay following completion of the Department of Primary Industries and Corangamite Catchment Management Authority review.
- Consider applying the Salinity Management Overlay to areas recommended by the Corangamite Catchment Management Authority.
- Review retail and office floor space needs in Colac and review zones accordingly.

COLAC OTWAY PLANNING SCHEME

- Investigate potential to accommodate additional township development on 2324 and 2330 Birregurra-Forrest Road, Forrest as part of a local bushfire risk assessment.
- Prepare township plans for Alvie, Cororooke and Beeac to determine a revised settlement boundary that supports growth of the towns in accordance with the Rural Living Strategy.
- Investigate potential for expansion of Gellibrand and Beech Forrest subject to further strategic assessment having regard to bushfire risk and effluent management.
- Develop a set of 'Standards for Open Space Development' that will be used to guide the provision of facilities in each open space area in line with the area's position in the open space hierarchy and nature or category.

Undertaking other actions

- Develop strategies to identify and, if possible, mitigate bushfire risk within the Forrest Township.
- Maintain close linkages with the Corangamite Catchment Management Authority, the Western Coastal Board, VicRoads, Water Corporations, the Victorian Coastal Council, the Department of Sustainability and Environment and the Department of Planning and Community Development to ensure regional consistency is developed.
- Undertake urban design improvements for the enhancement of the Colac Town Centre.
- Undertake enhanced recreation and pathway connections particularly around Lake Colac and in relation to the proposed Education, Recreation and Community Precinct.
- Maintain and enhance the local road network, particularly links with Colac, to support viability of Birregurra and encourage tourism.
- Undertake urban design and pedestrian infrastructure improvements for the enhancement of the Grant Street core in Forrest.
- Investigate the land use planning implications of sea level rise and storm surge associated with climate change and appropriate planning scheme responses.
- Identify and protect RAMSAR wetlands as important ecological and economic assets.
- Identify and promote activities which illustrate and are sensitive to local Koori history and culture.

COLAC OTWAY PLANNING SCHEME

21.07 REFERENCE DOCUMENTS

18/07/2013
C75
Proposed C75

The following strategic studies have informed the preparation of this planning scheme. All relevant material has been included in the Scheme and decisions makers should use these documents for background research only. Material in these documents that potentially provides guidance on decision making but is not specifically referenced by the Scheme should not be given any weight.

Settlement

- Apollo Bay Structure Plan (2007)
- Colac Structure Plan (2007)
- Apollo Bay and Marengo Neighbourhood Character Review Background Report (2003)
- Barwon Downs Township Masterplan (2006)
- Beeac Township Masterplan (2001)
- Beech Forest Township Masterplan (2003)
- Birregurra Township Masterplan (2003)
- ~~Carlisle River Township Masterplan (2004)~~
- Colac Otway Public Open Space Strategy (2011)
- Colac Otway Rural Living Strategy (2011)
- Cressy Township Masterplan (2007)
- Forrest Structure Plan (2011)
- Forrest Township Masterplan (2007)
- Gellibrand Township Masterplan (2004)
- Kennett River, Wye River and Separation Creek Structure Plans (2008)
- Lavers Hill Township Masterplan (2006)
- Siting and Design Guidelines for Structures on the Victorian Coast, Victorian Coastal Council (1997)
- Skenes Creek, Kennett River, Wye River and Separation Creek Neighbourhood Character Study (2005)
- Swan Marsh Township Masterplan (2001)

Environment

- Biodiversity Action Planning – Otway Plain Bioregion, 2003
- Biodiversity Action Planning – Otway Ranges Bioregion, 2003
- Biodiversity Action Planning – Victorian Volcanic Plains Bioregion, 2003
- Biodiversity Action Planning – Warrnambool Plains Bioregion, 2003
- Central West Victoria Regional Coastal Action Plan (2002)
- Central West Victoria Estuaries Coastal Action Plan (2005)
- Coastal Spaces Recommendations Report (2006), Department of Sustainability and Environment
- Colac Otway Heritage Study (2003)
- Colac Otway Shire Three Towns Stormwater Management Strategy (2004)
- Colac Otway Stormwater Management Plan (2002)
- Corangamite Floodplain Management Strategy (2002), Corangamite Catchment Management Authority
- Corangamite Native Vegetation Strategy (2006), Corangamite Catchment Management Authority

COLAC OTWAY PLANNING SCHEME

- Corangamite Regional Catchment Strategy 2003 – 2008 (2003), Corangamite Catchment Management Authority
- Corangamite River Health Strategy (2007), Corangamite Catchment Management Authority
- Corangamite Wetland Strategy 2006 – 2011, (2006), Corangamite Catchment Management Authority
- Draft Corangamite Salinity Action Plan (2003), Corangamite Catchment Management Authority
- Great Ocean Road Region Landscape Assessment Study (2003)
- Municipal Fire Prevention Planning Guidelines (1997), Country Fire Authority
- Victorian Coastal Strategy (2002), Victorian Coastal Council
- Wastewater Management Issues Paper: Beeac (2005)
- Wastewater Management Issues Paper: Birregurra (2002)
- Wastewater Management Issues Paper: Forrest (2005)
- Wastewater Management Issues Paper: Kennett River (2002)
- Wastewater Management Issues Paper: Wye River and Separation Creek (2002)
- Domestic Wastewater Management Plan (2007), Colac Otway Shire Council

Economic Development

- Colac Otway Economic Development and Tourism Strategy (2004)
- Colac Otway Rural Land Strategy (2007)
- Colac West Industrial Area - Outline Development Plan for the Colac West Industrial Area (1996)

52.01

19/01/2006
VC37

PUBLIC OPEN SPACE CONTRIBUTION AND SUBDIVISION

A person who proposes to subdivide land must make a contribution to the council for public open space in an amount specified in the schedule to this clause (being a percentage of the land intended to be used for residential, industrial or commercial purposes, or a percentage of the site value of such land, or a combination of both). If no amount is specified, a contribution for public open space may still be required under Section 18 of the Subdivision Act 1988.

A public open space contribution may be made only once for any of the land to be subdivided. This does not apply to the subdivision of a building if a public open space requirement was not made under Section 569H of the Local Government Act 1958 or Section 21A of the Building Control Act 1981 when the building was constructed.

A subdivision is exempt from a public open space requirement, in accordance with Section 18(8) of the Subdivision Act 1988, if:

- It is one of the following classes of subdivision:
 - Class 1: The subdivision of a building used for residential purposes provided each lot contains part of the building. The building must have been constructed or used for residential purposes immediately before 30 October 1989 or a planning permit must have been issued for the building to be constructed or used for residential purposes immediately before that date.
 - Class 2: The subdivision of a commercial or industrial building provided each lot contains part of the building.
- It is for the purpose of excising land to be transferred to a public authority, council or a Minister for a utility installation.
- It subdivides land into two lots and the council considers it unlikely that each lot will be further subdivided.

COLAC OTWAY PLANNING SCHEME

--/--/2013
C75
Proposed

SCHEDULE TO CLAUSE 52.01

| Type or location of subdivision | Amount of contribution for public open space |
|--|--|
| <u>Urban Colac/Elliminyt, Apollo Bay, Marengo and Birregurra</u> | |
| Subdivision – 3 to 5 lots, and | 5%; and |
| Subdivision - 6 lots or more | 1% per lot up to a maximum of 10% |
| <u>All other areas excluding FZ, RAZ and RCZ land</u> | |
| Subdivision - 3 lots or more | 5% |

COLAC OTWAY PLANNING SCHEME

—(2015
C75
Proposed

SCHEDULE TO CLAUSE 52.01

| Type or location of subdivision | Amount of contribution for public open space |
|---|--|
| <u>Urban Colac/Eliminyt, Apollo Bay, Marengo and Birregurra</u> | |
| • Subdivision – 3 to 5 lots, and | 5%; and |
| • Subdivision - 6 lots or more | 1% per lot up to a maximum of 10% |
| This does not apply to a subdivision that does not create additional lots | |
| <u>All other areas</u> | |
| • Subdivision - 3 lots or more | 5% |
| This does not apply to a subdivision that does not create additional lots | |

ATTACHMENT 1

Infrastructure Plan Projects list

| Ref. | Project title | Current status | 2014-2017 | 2017-2020 | 2020-2025 | 2025-2035 | 2035-2050 | Indicative cost \$M | Funding source |
|-------|--|----------------|-----------|-----------|-----------|-----------|-----------|---------------------|----------------|
| | Transport | | | | | | | | |
| | Road | | | | | | | | |
| | Regional | | | | | | | | |
| R1.01 | Great Ocean Road upgrades | Planning | | | | | | 50m | S, F |
| | <i>Princes Highway upgrades</i> | | | | | | | | |
| R1.02 | Waurin Ponds to Winchelsea duplication | Construction | | | | | | 220m | S, F |
| R1.03 | Winchelsea to Colac duplication | Pre-construct | | | | | | 515m | S, F |
| R1.04 | Colac to SA border safety improvements | Planning | | | | | | 50-100m | S |
| | <i>Geelong Road Road Connection to Bellarine Peninsula</i> | | | | | | | | |
| R1.05 | Anglesea Rd to Surf Coast Hwy (Section 4C) | Pre-construct | | | | | | 110m | S |
| R1.06 | Surf Coast Highway to Barwon Heads Road | Planning | | | | | | 60m | S |
| R1.07 | Barwon Heads Road to Portarlington Road | Feasibility | | | | | | 200-300m | S |
| | <i>Barwon Heads Road duplication</i> | | | | | | | | |
| R1.08 | Stage 1: Corio-Waurin Ponds Rd to Reserve Rd | Concept | | | | | | 70-140m | S |
| R1.09 | Stage 2: Reserve Rd to Lower Duneed Road | Concept | | | | | | 70-100m | S |
| | <i>Anglesea Road duplication</i> | | | | | | | | |
| R1.10 | Ring Road to Mount Duneed Road | Planning | | | | | | 17.4m | S |
| R1.11 | Mt Duneed Road to Great Ocean Road treatment | Feasibility | | | | | | 20m | S |
| | <i>Southern link road</i> | | | | | | | | |
| R1.12 | Anglesea Road to Surf Coast Highway | Feasibility | | | | | | 50-60m | S |
| R1.13 | Surf Coast Highway to Barwon Heads Road | Feasibility | | | | | | 50-60m | S |
| R1.14 | Barwon Heads Road to Barwon Heads | Concept | | | | | | 15-20m | S |
| | <i>Other projects</i> | | | | | | | | |
| R1.15 | Surf Coast Highway widening | Concept | | | | | | 50-80m | S |
| R1.16 | Midland Highway duplication to Bannockburn | Feasibility | | | | | | 130-160m | S |

| Ref. | Project title | Current status | 2014-2017 | 2017-2020 | 2020-2025 | 2025-2035 | 2035-2050 | Indicative cost \$M | Funding source |
|-------|--|----------------|-----------|-----------|-----------|-----------|-----------|---------------------|----------------|
| R1.17 | Hamilton Highway upgrade to Inverleigh | Feasibility | | | | | | 3-4m | S |
| R1.18 | Deans Marsh-Lorne Road upgrade | Feasibility | | | | | | 5-10m | S |
| | Urban Geelong | | | | | | | | |
| | <i>Geelong Port-GREP-Ring freight connections</i> | | | | | | | | |
| G1.19 | Bacchus Marsh Road duplication - South | Planning | | | | | | 18m | S |
| G1.20 | Bacchus Marsh Road duplication - North | Concept | | | | | | 30-40m | S |
| G1.21 | Rebuilding of Heales Road for heavy freight | Planning | | | | | | 11.5m | L, S |
| G1.22 | Port access and truck route improvements | Concept | | | | | | 10m | L, S, F |
| G1.23 | Geelong Port - GREP - Princes Freeway heavy vehicle link | Concept * | | | | | | 80-150m | S, F |
| | Lara | | | | | | | | |
| L1.24 | McClelland Ave bypass and rail overpass | Feasibility | | | | | | 50m | S |
| L1.25 | 6-way intersection Forest Rd-Station Lake Rd | Feasibility | | | | | | 3-5m | S |
| L1.26 | Forest Road South duplication | Concept | | | | | | 30-50m | S |
| | Bellarine Peninsula | | | | | | | | |
| P1.27 | Drysdale bypass | Feasibility | | | | | | 100m | S |
| P1.28 | Grubb Rd duplication Ocean Grove | Feasibility | | | | | | 30m | S |
| P1.29 | Bellarine Hwy duplication Grubb Rd - Queenscliff | Concept | | | | | | 60-80m | S |
| P1.30 | Portarlington Road upgrades Drysdale - Portarlington | Concept | | | | | | 10-15m | S |
| | Southern Golden Plains | | | | | | | | |
| B1.31 | Bannockburn town centre road upgrades | Concept | | | | | | 5m | L, S |
| B1.32 | Miltons Road bridge over Bruce's Creek | Concept | | | | | | 4-6m | L, D |
| B1.33 | Bannockburn heavy vehicle route | Feasibility | | | | | | 15-20m | S |
| B1.34 | Bannockburn-Skipton (C143) road upgrade | Concept | | | | | | 1-2m | S |
| | Colac | | | | | | | | |
| C1.35 | Colac-Apollo Bay road link improvements | Planning | | | | | | 30m | S |
| C1.36 | Colac bypass | Concept | | | | | | 240m | S, F |
| C1.37 | Access roads for timber and other industries | Pre-construct | | | | | | 3m | S |
| C1.38 | Interior road and bridge upgrades | Pre-construct | | | | | | 13.5m | L, S |

| Ref. | Project title | Current status | 2014-
2017 | 2017-
2020 | 2020-
2025 | 2025-
2035 | 2035-
2050 | Indicative
cost \$M | Funding
source |
|-------|---|----------------|---------------|---------------|---------------|---------------|---------------|------------------------|-------------------|
| | | | | | | | | | |
| | Rail | | | | | | | | |
| | Regional | | | | | | | | |
| R1.39 | Regional Rail Link | Construction | | | | | | 5.3b | S, F |
| | <i>Torquay-Geelong Transit Link</i> | | | | | | | | |
| R1.40 | Torquay rail link: Stage 1 to Armstrong Creek | Concept | | | | | | 70m | S |
| R1.41 | Torquay rail link: Stage 2 to Torquay | Concept | | | | | | 310m | S |
| | Urban Geelong | | | | | | | | |
| G1.42 | Geelong Railway Station redevelopment | Planning | | | | | | 8-10m | S |
| G1.43 | North Shore station redevelopment | Planning | | | | | | 3.5m | S, F |
| G1.44 | Corio station relocation and redevelopment | Concept | | | | | | 50m | S |
| G1.45 | Passenger train stabling yards relocation | Concept * | | | | | | 200m | S |
| G1.46 | Partial duplication Grovedale to Geelong | Concept | | | | | | 200-300m | S |
| | <i>Grovedale Station</i> | | | | | | | | |
| G1.47 | Stage 1: Station construction | Construction | | | | | | 25m | S |
| G1.48 | Stage 2: South side development | Concept | | | | | | 75m | S, O |
| | <i>Marshall Station development</i> | | | | | | | | |
| G1.49 | Stage 1: Additional parking and access | Concept | | | | | | 3-5m | S |
| G1.50 | Stage 2: Area revitalisation and parking | Concept | | | | | | 15-20m | S, O |
| | <i>Rail freight connections</i> | | | | | | | | |
| G1.51 | Rail freight connection to GREP | Planning | | | | | | 15-20m | S, F, O |
| G1.52 | Rail freight connection to Lascelles wharf | Feasibility | | | | | | 11m | S, F, O |
| G1.53 | Rail siding and loop extensions Geelong Port | Concept * | | | | | | 4m | S, F, O |
| | Lara | | | | | | | | |
| L1.54 | Rail link to Avalon Airport | Feasibility | | | | | | 300-400m | S, F |
| | Bellarine Peninsula | | | | | | | | |
| P1.55 | Geelong - Drysdale rail line reinstatement | Concept | | | | | | 400-500m | S |
| | Southern Golden Plains | | | | | | | | |
| B1.56 | Geelong - Ballarat passenger rail link | Feasibility | | | | | | 300-400m | S |

| Ref. | Project title | Current status | 2014-2017 | 2017-2020 | 2020-2025 | 2025-2035 | 2035-2050 | Indicative cost \$M | Funding source |
|-------|--|----------------|-----------|-----------|-----------|-----------|-----------|---------------------|----------------|
| B1.57 | Bannockburn railway station infrastructure | Concept | | | | | | 5m | S |
| | Winchelsea | | | | | | | | |
| W1.58 | Winchelsea railway station infrastructure | Concept | | | | | | 5m | S |
| W1.59 | Moriac railway station reinstatement | Concept | | | | | | 5-10m | S |
| | Colac | | | | | | | | |
| C1.60 | Colac railway station redevelopment | Concept | | | | | | 5-7m | L, S |
| C1.61 | Colac rail-intermodal freight hub | Concept | | | | | | 20m | S |
| | | | | | | | | | |
| | Public Transport services | | | | | | | | |
| | Regional | | | | | | | | |
| R1.62 | Geelong-Torquay premium bus service | Feasibility | | | | | | N/A | S |
| R1.63 | Services increase to Ballarat and Apollo Bay | Feasibility | | | | | | N/A | S |
| R1.64 | Warrnambool rail line services increase | Feasibility | | | | | | N/A | S |
| | Urban Geelong | | | | | | | | |
| G1.65 | Reorganisation of bus network | Planning | | | | | | N/A | S |
| G1.66 | Smartbus routes Geelong | Concept | | | | | | 4m p.a. | S |
| | Bellarine Peninsula | | | | | | | | |
| P1.67 | Improvements to main trunk bus services | Concept | | | | | | N/A | S |
| P1.68 | Local buses servicing district towns | Concept | | | | | | N/A | S |
| | | | | | | | | | |
| | Active transport | | | | | | | | |
| | Regional | | | | | | | | |
| R1.69 | Principal Cycling Connections | Concept | | | | | | N/A | S, F |
| R1.70 | Principal Pedestrian Connections | Planning | | | | | | N/A | L, S, F |
| | | | | | | | | | |
| | Utilities | | | | | | | | |
| | Water supply | | | | | | | | |
| | Urban Geelong | | | | | | | | |
| G2.01 | Geelong water supply upgrades | Planned | | | | | | 93m | O, D |

| Ref. | Project title | Current status | 2014-
2017 | 2017-
2020 | 2020-
2025 | 2025-
2035 | 2035-
2050 | Indicative
cost \$M | Funding
source |
|-------|--|----------------|---------------|---------------|---------------|---------------|---------------|------------------------|-------------------|
| G2.02 | Armstrong Creek water supply system | Planned | | | | | | 31m | O, D |
| G2.03 | Armstrong Creek recycled water system | Planned | | | | | | 47m | O, D |
| | Lara | | | | | | | | |
| L2.04 | Lara water supply upgrades | Planned | | | | | | 13m | O, D |
| | Bellarine Peninsula | | | | | | | | |
| P2.05 | Clifton Springs water supply upgrades | Planned | | | | | | 7.2m | O, D |
| P2.06 | Leopold water supply upgrades | Planned | | | | | | 3.9m | O, D |
| P2.07 | Ocean Grove water supply upgrades | Planned | | | | | | 26m | O, D |
| P2.08 | Portarlington water supply upgrades | Planned | | | | | | 3.3m | O, D |
| P2.09 | Pt Lonsdale-Queenscliff water supply upgrades | Planned | | | | | | 7.5m | O, D |
| | Southern Golden Plains | | | | | | | | |
| B2.10 | Bannockburn water supply upgrades | Planned | | | | | | 19m | O, D |
| B2.11 | Bannockburn recycled water augmentation | Feasibility | | | | | | 15-20m | O, D |
| B2.12 | Inverleigh water supply upgrades | Planned | | | | | | 12m | O, D |
| B2.13 | Lethbridge water supply upgrades | Planned | | | | | | 18m | O, D |
| B2.14 | Potable water trunk line for intensive agriculture near Lethbridge | Planning | | | | | | 11.8m | S, F, O |
| B2.15 | Gheringhap infrastructure servicing | Concept | | | | | | 2-3m | O, D |
| | Torquay | | | | | | | | |
| T2.16 | Torquay water supply upgrades | Planned | | | | | | 61m | O, D |
| T2.17 | Torquay recycled water upgrades | Planned | | | | | | 20m | F, O |
| T2.18 | Thompson Valley water supply | Concept | | | | | | 5m | L, O |
| | Winchelsea | | | | | | | | |
| W2.19 | Winchelsea water supply upgrades | Planned | | | | | | 4.3m | O, D |
| W2.20 | Winchelsea water supply upgrades for additional growth | Concept | | | | | | 20m | O, D |
| | Colac | | | | | | | | |
| C2.21 | Colac water supply upgrades | Planned | | | | | | 40m | O, D |
| C2.22 | Apollo Bay water supply upgrades | Planned | | | | | | 26m | O, D |

| Ref. | Project title | Current status | 2014-2017 | 2017-2020 | 2020-2025 | 2025-2035 | 2035-2050 | Indicative cost \$M | Funding source |
|-------|--|----------------|-----------|-----------|-----------|-----------|-----------|---------------------|----------------|
| | | | | | | | | | |
| | Sewerage | | | | | | | | |
| | Urban Geelong | | | | | | | | |
| G2.23 | Geelong sewerage upgrades | Planned | | | | | | 88m | O, D |
| G2.24 | Main Outfall Sewer duplication | Planned | | | | | | 82m | O, D |
| G2.25 | West Fyans sewer odour control works | Planning | | | | | | 5.5m | L, O |
| G2.26 | Armstrong Creek sewerage system | Planned | | | | | | 36m | O, D |
| | Lara | | | | | | | | |
| L2.27 | Lara sewerage upgrades | Planned | | | | | | 24m | O, D |
| | Bellarine Peninsula | | | | | | | | |
| P2.28 | Clifton Springs sewerage upgrades | Planned | | | | | | 34m | O, D |
| P2.29 | Leopold sewer upgrades | Planned | | | | | | 21m | O, D |
| P2.30 | Ocean Grove sewer upgrades | Planned | | | | | | 30m | O, D |
| P2.31 | Portarlington sewerage upgrades | Planned | | | | | | 26m | O, D |
| P2.32 | Pt Lonsdale-Queenscliff sewerage upgrades | Planned | | | | | | 17m | O, D |
| | Southern Golden Plains | | | | | | | | |
| B2.33 | Bannockburn sewerage upgrades | Planned | | | | | | 16m | O, D |
| | Torquay | | | | | | | | |
| T2.34 | Torquay sewerage upgrades | Planned | | | | | | 9.3m | O, D |
| | Winchelsea | | | | | | | | |
| W2.35 | Winchelsea sewerage upgrades for additional growth | Concept | | | | | | 40m | O, D |
| | Colac | | | | | | | | |
| C2.36 | Colac sewerage upgrades | Planned | | | | | | 16m | O, D |
| C2.37 | Apollo Bay sewerage upgrades | Planned | | | | | | 2.8m | O, D |
| | | | | | | | | | |
| | Stormwater drainage & flooding | | | | | | | | |
| | Urban Geelong | | | | | | | | |
| G2.38 | Geelong major drainage works | Planned | | | | | | 77m | L, D |

| Ref. | Project title | Current status | 2014-2017 | 2017-2020 | 2020-2025 | 2025-2035 | 2035-2050 | Indicative cost \$M | Funding source |
|-------|---|----------------|-----------|-----------|-----------|-----------|-----------|---------------------|----------------|
| G2.39 | Armstrong Creek major drainage works | Planned | | | | | | 170m | D |
| G2.40 | GREP northern catchment infrastructure | Planning | | | | | | 10.3m | L, S, F, D |
| | Lara | | | | | | | | |
| L2.41 | Lara major drainage works | Planned | | | | | | 70m | L, D |
| | Bellarine Peninsula | | | | | | | | |
| P2.42 | Bellarine major drainage works | Planned | | | | | | 112m | L, D |
| | Southern Golden Plains | | | | | | | | |
| B2.43 | Bannockburn centre main drainage upgrades | Planning | | | | | | 1m | L, D |
| | Colac | | | | | | | | |
| C2.44 | Colac major drainage infrastructure | Concept * | | | | | | 4.5m | L |
| C2.45 | Apollo Bay drainage infrastructure | Planning | | | | | | 3.8m | S, F |
| | | | | | | | | | |
| | Gas | | | | | | | | |
| | Regional | | | | | | | | |
| | <i>South West (main transmission) Pipeline upgrades</i> | | | | | | | | |
| R2.46 | Compressor station Birregurra-Winchelsea | Planning | | | | | | 40m | O |
| R2.47 | Compressor station Stonehaven | Planned | | | | | | 40m | O |
| R2.48 | Pipeline looping and extensions | Planned | | | | | | 250m | O |
| | Urban Geelong | | | | | | | | |
| G2.49 | Transmission pipeline to south Geelong upgrade | Planned | | | | | | | O, D |
| G2.50 | Armstrong Creek reticulated gas rollout | Planned | | | | | | | O, D |
| | Lara | | | | | | | | |
| L2.51 | Lara distribution pipeline upgrade | Planned | | | | | | | O, D |
| | Bellarine Peninsula | | | | | | | | |
| P2.52 | Point Henry to Leopold-Drysdale transmission pipeline upgrade | Planned | | | | | | | O |
| P2.53 | Bellarine Peninsula distribution pipeline upgrade | Planned | | | | | | | O, D |
| P2.54 | Ocean Grove distribution pipeline upgrade | Planned | | | | | | | O, D |
| P2.55 | Point Lonsdale distribution pipeline upgrade | Planned | | | | | | | O |

| Ref. | Project title | Current status | 2014-2017 | 2017-2020 | 2020-2025 | 2025-2035 | 2035-2050 | Indicative cost \$M | Funding source |
|-------|--|----------------|-----------|-----------|-----------|-----------|-----------|---------------------|----------------|
| | Southern Golden Plains | | | | | | | | |
| B2.56 | Gas provision to Bannockburn | Planned | | | | | | | O, D |
| | Torquay | | | | | | | | |
| T2.57 | South Geelong to Torquay-Jan Juc transmission line extension | Planned | | | | | | | O |
| | Winchelsea | | | | | | | | |
| W2.58 | Gas provision to Winchelsea | Planned | | | | | | | O, D |
| | Colac | | | | | | | | |
| C2.59 | Colac growth area reticulated gas rollout | Planned | | | | | | | O, D |
| | | | | | | | | | |
| | Electricity | | | | | | | | |
| | Urban Geelong | | | | | | | | |
| G2.60 | East Geelong terminal station | Planned | | | | | | 100-150m | O |
| G2.61 | Marshall zone substation | Planned | | | | | | 20m | O |
| | Lara | | | | | | | | |
| L2.62 | Lara zone substation | Planned | | | | | | 20m | O |
| L2.63 | Avalon Airport zone substation | Planned | | | | | | 20m | O |
| | Bellarine Peninsula | | | | | | | | |
| P2.64 | Ocean Grove zone substation | Planned | | | | | | 20m | O |
| | Southern Golden Plains | | | | | | | | |
| B2.65 | Bannockburn zone substation | Planned | | | | | | 20m | O |
| | Torquay | | | | | | | | |
| T2.66 | Torquay zone substation | Planned | | | | | | 20m | O |
| T2.67 | Lorne zone substation | Planned | | | | | | 20m | O |
| | Alternative energy projects - regional | | | | | | | | |
| R2.68 | Geelong Geothermal Power Project | Feasibility | | | | | | 100m | S, F, O |
| R2.69 | Mount Gellibrand wind farm | | | | | | | | |
| R2.70 | Winchelsea wind farm | | | | | | | | |
| | | | | | | | | | |

| Ref. | Project title | Current status | 2014-2017 | 2017-2020 | 2020-2025 | 2025-2035 | 2035-2050 | Indicative cost \$M | Funding source |
|-------|---|----------------|-----------|-----------|-----------|-----------|-----------|---------------------|----------------|
| | Community Facilities | | | | | | | | |
| | Education and Training | | | | | | | | |
| | Urban Geelong | | | | | | | | |
| G3.01 | Regional Research and Information Centre | Planning | | | | | | 5m | S, F, O |
| G3.02 | Centre for Advanced Design in Engineering Training (CADET) | Construction | | | | | | 55m | F, O |
| G3.03 | Northern Geelong vocational training school | Feasibility | | | | | | 3-5m | S |
| G3.04 | Armstrong Creek trade training centre | Concept | | | | | | 10-15m | F, O |
| | Lara | | | | | | | | |
| L3.05 | Lara multipurpose community centre | Planning | | | | | | 10m | D |
| | Bellarine Peninsula | | | | | | | | |
| P3.06 | Jetty Road neighbourhood centre | Concept | | | | | | 1-2m | L, S |
| P3.07 | Ocean Grove early years hub and neighbourhood house redevelopment | Pre-construct | | | | | | 11m | L, S |
| | Southern Golden Plains | | | | | | | | |
| B3.08 | Bannockburn K-12 school | Planning | | | | | | 35m | S |
| | | | | | | | | | |
| | Health | | | | | | | | |
| | Urban Geelong | | | | | | | | |
| G3.09 | Geelong Centre for Emerging Infectious Diseases | Pre-construct | | | | | | 12.1m | F, O |
| G3.10 | Geelong hospital expansion | Pre-construct | | | | | | 103m | S |
| G3.11 | Geelong hospital multi-storey extension | Planning | | | | | | 650m | S |
| G3.12 | Epworth teaching hospital development | Construction | | | | | | 255m | O |
| G3.13 | Waurin Ponds community hospital | Planning | | | | | | 85m | S |
| G3.14 | Geelong Northern Suburbs community hospital | Feasibility | | | | | | 35-45m | S, O |
| | Lara | | | | | | | | |
| L3.15 | Lara community health centre | Concept | | | | | | 5-10m | S |
| | Bellarine Peninsula | | | | | | | | |
| P3.16 | Drysdale community health centre upgrade | Pre-construct | | | | | | 3m | S |

| Ref. | Project title | Current status | 2014-2017 | 2017-2020 | 2020-2025 | 2025-2035 | 2035-2050 | Indicative cost \$M | Funding source |
|-------|---|----------------|-----------|-----------|-----------|-----------|-----------|---------------------|----------------|
| P3.17 | Drysdale early years hub | Planning | | | | | | 10m | L, S |
| P3.18 | Ocean Grove sub-acute facility | Planning | | | | | | 7-10m | S, F |
| P3.19 | Point Lonsdale community health centre upgrade | Construction | | | | | | 3.2m | F |
| | Southern Golden Plains | | | | | | | | |
| B3.20 | Bannockburn community health facility | Planning | | | | | | 5-10m | S |
| | Torquay | | | | | | | | |
| T3.21 | Torquay-Jan Juc childrens services hub | Feasibility | | | | | | 8m | L, S, F, O |
| | Winchelsea | | | | | | | | |
| W2.22 | Winchelsea community health hub | Feasibility | | | | | | 4-6m | S |
| | Colac | | | | | | | | |
| C3.23 | Colac early years centre | Concept | | | | | | 7.5m | S, F |
| C3.24 | Colac hospital expansion | Concept | | | | | | 8-10m | S |
| | | | | | | | | | |
| | Arts and Culture | | | | | | | | |
| | Urban Geelong | | | | | | | | |
| G3.25 | Integrated regional library and heritage centre | Construction | | | | | | 45m | L, S, F |
| G3.26 | GPAC redevelopment | Pre-construct | | | | | | 140m | S, F |
| G3.27 | Geelong Gallery expansion | Feasibility | | | | | | 20-30m | S, F |
| G3.28 | Corio-Norlane sub-regional library expansion | Concept | | | | | | 2m | L, S |
| G3.29 | Armstrong Creek sub-regional library | Planning | | | | | | 12m | L, S, F, D |
| | Lara | | | | | | | | |
| L3.30 | Lara permanent branch library | Concept | | | | | | 8m | L, S |
| | Bellarine Peninsula | | | | | | | | |
| P3.31 | Leopold community hub | Pre-construct | | | | | | 16m | L, S, F |
| P3.32 | Drysdale sub-regional library | Concept | | | | | | 7.2m | L, S |
| P3.33 | Drysdale community and cultural precinct | Planning | | | | | | 8m | L, S, O |
| P3.34 | Ocean Grove library expansion and upgrade | Concept | | | | | | 6m | L, S |
| | Torquay | | | | | | | | |
| T3.35 | Torquay sub-regional library | Planning | | | | | | 9m | L, S, F |

| Ref. | Project title | Current status | 2014-2017 | 2017-2020 | 2020-2025 | 2025-2035 | 2035-2050 | Indicative cost \$M | Funding source |
|-------|--|----------------|-----------|-----------|-----------|-----------|-----------|---------------------|----------------|
| | Winchelsea | | | | | | | | |
| W3.36 | Winchelsea branch library | Concept | | | | | | 8-10m | L, S |
| | | | | | | | | | |
| | Emergency Services and Justice | | | | | | | | |
| | Regional | | | | | | | | |
| R3.37 | Barwon Prison 40 bed high-security unit | Construction | | | | | | 53m | S |
| | Urban Geelong | | | | | | | | |
| G3.38 | Waurun Ponds emergency services complex | Construction | | | | | | 15.6m | S |
| G3.39 | Armstrong Creek emergency services hub | Planning | | | | | | 20-25m | S |
| | Southern Golden Plains | | | | | | | | |
| B3.40 | Bannockburn emergency services precinct | Planning | | | | | | 5m | S |
| | Colac | | | | | | | | |
| C3.41 | Colac emergency services and courts facility | Concept | | | | | | 15-20m | S |
| | | | | | | | | | |
| | Sport and Recreation | | | | | | | | |
| | Regional | | | | | | | | |
| R3.42 | Simonds Stadium development completion | Planning | | | | | | 140m | L, S, F, O |
| R3.43 | Regional trails network | Planning | | | | | | 35m | S |
| R3.44 | Regional motocross facility | Concept | | | | | | 4-5m | L, S |
| R3.45 | South-west Geelong basketball stadium | Planning | | | | | | 8m | L, S |
| R3.46 | Southern Geelong regional aquatic centre | Feasibility | | | | | | 20-25m | L, S |
| | Urban Geelong | | | | | | | | |
| G3.47 | Stead Park synthetic hockey pitch | Construction | | | | | | 2m | L, S |
| G3.48 | Stead Park master plan implementation | Concept | | | | | | 8m | S |
| G3.49 | Regional sports & entertainment centre | Concept | | | | | | 5m | S, F |
| G3.50 | Regional tennis hub | Feasibility | | | | | | 6m | S, D |
| G3.51 | Regional soccer & hockey facility | Planning | | | | | | 12m | S, F |
| G3.52 | Corio Leisuretime Centre redevelopment | Concept | | | | | | 10m | L, S |
| G3.53 | Eastern Park project | Planning | | | | | | 10m | L, S |

| Ref. | Project title | Current status | 2014-2017 | 2017-2020 | 2020-2025 | 2025-2035 | 2035-2050 | Indicative cost \$M | Funding source |
|-------|---|----------------|-----------|-----------|-----------|-----------|-----------|---------------------|----------------|
| G3.54 | Geelong regional play space | Planning | | | | | | 2m | L, S |
| G3.55 | Indoor bowls facility | Concept | | | | | | 30m | S, F |
| G3.56 | Indoor highball sports facility | Planning | | | | | | 30-40m | L, S |
| | Lara | | | | | | | | |
| L3.57 | You Yangs regional mountain bike facility | Concept | | | | | | 5m | S |
| | Bellarine Peninsula | | | | | | | | |
| P3.58 | Drysdale-Clifton Springs sub-regional sports precinct | Planning | | | | | | 30m | L, S, F |
| | Torquay | | | | | | | | |
| T3.59 | Torquay indoor sports stadium | Feasibility | | | | | | 11m | L, S, F, O |
| | Winchelsea | | | | | | | | |
| W3.60 | Moriac regional equestrian centre | Concept | | | | | | 2m | L, S |
| | Colac | | | | | | | | |
| C3.61 | Apollo Bay aquatic centre | Planning | | | | | | 10m | S, F |
| C3.62 | Apollo Bay loop trails | Feasibility | | | | | | 1m | S, F |
| | | | | | | | | | |
| | Waste management | | | | | | | | |
| | Regional | | | | | | | | |
| R3.63 | High-tech processing facility for residual waste | Feasibility * | | | | | | 50m | S |
| R3.64 | Temporary garden organics waste facility | Planning | | | | | | 5m | L, S |
| R3.65 | Processing facility for garden organics | Concept | | | | | | 10-20m | L, S |
| | Urban Geelong | | | | | | | | |
| G3.66 | Geelong Cleantech Centre of Excellence | Planning | | | | | | 6-10m | S, F |
| G3.67 | Reorganisation of transfer facilities | Feasibility | | | | | | 5-10m | L, S |
| G3.68 | Timber recovery facilities | Planning | | | | | | | |
| | Bellarine Peninsula | | | | | | | | |
| P3.69 | Drysdale landfill expansion | Feasibility | | | | | | 10m | L, S |
| P3.70 | Queenscliff food organics processing plant | Concept | | | | | | 1-2m | L, S |
| | Southern Golden Plains | | | | | | | | |

| Ref. | Project title | Current status | 2014-2017 | 2017-2020 | 2020-2025 | 2025-2035 | 2035-2050 | Indicative cost \$M | Funding source |
|-------|--|----------------|-----------|-----------|-----------|-----------|-----------|---------------------|----------------|
| B3.71 | Lethbridge animal incinerator and landfill | Planning | | | | | | 50m | O |
| | Torquay | | | | | | | | |
| T3.72 | Torquay transfer station | Feasibility | | | | | | 5-10m | L, S |
| T3.73 | Anglesea transfer station | Feasibility | | | | | | 5m | L, S |
| | Colac | | | | | | | | |
| C3.74 | Colac biogas facility | Planning | | | | | | 25m | O |
| | | | | | | | | | |
| | Business and Tourism | | | | | | | | |
| | Airports | | | | | | | | |
| | Lara - Avalon Airport | | | | | | | | |
| L4.01 | Avalon Airport facilities expansion | Concept | | | | | | 30m | O |
| L4.02 | Intermodal freight interchange | Concept | | | | | | | S, O |
| L4.03 | Regional airport relocation | Planning | | | | | | 3m | S, O |
| | Southern Golden Plains | | | | | | | | |
| B4.04 | Lethbridge Airpark development | Planning | | | | | | 1.8m | S, O |
| | | | | | | | | | |
| | Ports and Harbours | | | | | | | | |
| | Urban Geelong | | | | | | | | |
| G4.05 | Navigation channel enlargement | Concept | | | | | | 320m | S, F, O |
| G4.06 | Lascelles berth expansion | Concept | | | | | | 50m | S, O |
| G4.07 | Corio Quay berth expansion | Concept | | | | | | 250-300m | S, F, O |
| G4.08 | Port facilities expansion to Point Wilson | Concept | | | | | | N/A | S, O |
| | Bellarine Peninsula | | | | | | | | |
| P4.09 | Portarlington Safe Harbour project | Planning | | | | | | 58m | S, O |
| P4.10 | Queenscliff ferry terminal upgrade | Planning | | | | | | 14m | L, S, O |
| | Colac | | | | | | | | |
| C4.11 | Apollo Bay harbour precinct redevelopment | Planning | | | | | | 20m | S, F |
| | | | | | | | | | |
| | Agriculture | | | | | | | | |

| Ref. | Project title | Current status | 2014-2017 | 2017-2020 | 2020-2025 | 2025-2035 | 2035-2050 | Indicative cost \$M | Funding source |
|-------|---|----------------|-----------|-----------|-----------|-----------|-----------|---------------------|----------------|
| | Colac | | | | | | | | |
| C4.12 | Colac Livestock Selling Centre redevelopment | Concept | | | | | | 6.5m | L, S |
| | | | | | | | | | |
| | Urban Precincts | | | | | | | | |
| | Urban Geelong | | | | | | | | |
| G4.13 | Yarra Sreet Pier cruise ship berth | Planning | | | | | | 33m | L, S, O |
| G4.14 | Geelong Convention and Exhibition Centre | Planning | | | | | | 164m | S, F, O |
| G4.15 | Innovative employment hubs | Concept | | | | | | 4m | S, F, O |
| G4.16 | NDIA headquarters establishment | Feasibility | | | | | | 25m | S, F |
| G4.17 | Waterworld site redevelopment Norlane | Concept | | | | | | 5-20m | L, S, O |
| | Bellarine Peninsula | | | | | | | | |
| P4.18 | Point Lonsdale lighthouse reserve development | Planning | | | | | | | L, O |
| P4.19 | Fort Queenscliff precinct | Planning | | | | | | 10m | S, F, O |
| | Southern Golden Plains | | | | | | | | |
| B4.20 | Bannockburn central shopping precinct | Pre-construct | | | | | | 14m | O |
| | Torquay | | | | | | | | |
| T4.21 | Torquay Surf City precinct | Feasibility | | | | | | 45m | L, S, F, O |
| T4.22 | Lorne Point Grey precinct | Planning | | | | | | 5m | L, S, F |
| | Colac | | | | | | | | |
| C4.23 | Colac CBD & Entrances project | Planning | | | | | | 50m | L, S, F |
| C4.24 | Colac Beechy Precinct facilities | Pre-construct | | | | | | 8m | S, F |
| | | | | | | | | | |
| | Environment | | | | | | | | |
| | Regional Projects | | | | | | | | |
| R5.01 | CCMA Regional Catchment Strategy major waterways enhancement and linkage projects | Pre-construct | | | | | | 15m | L, S, F |
| R5.02 | Implementation of Barwon River Parklands projects | Pre-construct | | | | | | 13.2m | L, S, F |
| | Strategies | | | | | | | | |

| Ref. | Project title | Current status | 2014-2017 | 2017-2020 | 2020-2025 | 2025-2035 | 2035-2050 | Indicative cost \$M | Funding source |
|-------|---|----------------|-----------|-----------|-----------|-----------|-----------|---------------------|----------------|
| | Rivers and Parks | | | | | | | | |
| R5.03 | Regional Natural Assets and Open Space Strategy | Concept | | | | | | N/A | L, S |
| R5.04 | Barwon-Otway Strategic Bushfire Management Plan | Concept | | | | | | N/A | L, S |
| R5.05 | Moorabool River Health Strategy | Concept | | | | | | N/A | L, S |
| | Sea level rise | | | | | | | | |
| R5.06 | Coastal vulnerability assessment Surf Coast - Colac-Otway coast | Concept | | | | | | N/A | L, S |
| R5.07 | Coastal vulnerability assets management strategy | Concept | | | | | | N/A | L, S |

ATTACHMENT 2

Written submissions summary and response

| No. | Submitter | Submission summary | Proposed response |
|-----|--|--|--|
| 1 | C. Marshall - TGM | Suggests that Surf Coast lot supply report include mapping detail for Moriac showing proposed LDRZ areas identified in Structure Plan | No change - Report references this area however the Structure Plan has not been implemented into the Surf Coast planning Scheme (subject to current amendment process). Area will be picked up in subsequent review. |
| 2 | C. Marshall - TGM on behalf of Costa Group | Lot supply data for St Leonards contained in Geelong Residential Land Supply Report is flawed because it is not consistent with their consultant's lot supply data and is inconsistent with other G21 strategies. Addendum submission seeks changes to land take up rates for St Leonards. | No change - difference in data reflected in different methodologies. Lot supply report in context of St Leonards relies on boundaries set by Structure Plan and makes no specific township commentary of timing of future identified growth areas such as this one. Timing identified in the land supply report maps is purely indicative of anticipated release timing (typically overstated) and not a reflection of years supply or adequacy of supply. It is considered unnecessary to include riders in the reports as to how Councils should interpret them. |
| 3 | L Tozer - Robert Luxmoore Project Management | Seeks extension of closing date for submissions until Metropolitan Planning Strategy (MPS) released | Advised no change in submission timeframe given time frame for MPS release not clear, adopted RGP sets strategic direction not Implementation Plan and allows for growth to be accommodated in response to changes in growth rates. Additional commentary relating to MPS has been included in the final Plan. |
| 4 | D Sheridan | Unhappy about restrictions on erecting a second dwelling on a rural lot near Leopold. | No change - raises issues about existing zoning and Council Structure Plan directions. Out of scope of project - no directions provided in Implementation Plan around zoning other than for identified FIAs |
| 5 | S Copland - National Pacific Properties | Positive feedback on land supply tool. Identifies suggestions to improve data including inclusion of previous year's data, different categories of data, updated suburb names/boundaries. | Noted. Limited capacity to include previous year's data. Future land supply reporting data will be easily updated to tool. Suburb boundaries used reflect ABS suburb boundaries for data comparability (which are different to LGA suburb boundaries). To |

| No. | Submitter | Submission summary | Proposed response |
|-----|--|---|---|
| | | | consider additional advice on boundaries in tool User Guide. |
| 6 | Great Ocean Road Coast Committee | <p>Supports project and identification of a Regional Natural Assets and Open Space Strategy. Suggests these directions would be enhanced by:</p> <ul style="list-style-type: none"> • acknowledging challenges of managing impacts of growth and visitation on the coast and financial resources for organisations such as GORCC to do this; • including estimated cost for undertaking the Open Space Strategy and other identified Environment studies; • consideration of local level infrastructure priorities within the Open Space Strategy such as toilets and carparks; • designation of a federal funding option for the Point Lorne project; • clarification of references to new regional CAPs. | <p>Agree in part. Suggest changes including:</p> <ul style="list-style-type: none"> • commentary re funding challenges; • include cost estimations where available noting that without detailed scope and understanding of project extent it is difficult to cost some projects now; • include additional commentary; • include 'F' notation for funding in Business & Tourism theme project schedule; • clarify wording relating to CAPs in commentary. |
| 7 | Tony Grgurevic - Bicycle Users Geelong Inc | PBN directions cater for recreational cyclists rather than commuter/daily rides. Considered this is a more important focus with a more meaningful impact on future transport options. Considered that there should be greater emphasis on enhancing local connections between activity areas within towns. Identifies a range of Geelong specific connections/safety upgrades. | Agree with general sentiment. Include commentary reinforcing commuting cycling importance in Transport theme and some additional details in identified Geelong Integrated Transport Plan project. The suggested cycle linkages while important they are localised rather than regional/subregional (other than Rail Trail upgrades) which are not focus of plan. Opportunity to include |
| 8 | Golder Assoc. for McCann Family & ors | Seeks range of changes to Background Report Analysis and Implementation Plan directions around staging and timing. | Refer more detailed submission analysis and response below. |
| 9 | Daniel Tucci - APA Group | Makes comment about restriction of development near south west gas pipeline and easement in FIA areas (Lovely Banks) and Batesford areas including Gheringhap. Identifies setback | Provide additional commentary in Background Report and Growth Plan around planning for FIAs near gas pipeline easement. Add additional commentary in Background Report |

| No. | Submitter | Submission summary | Proposed response |
|------------|-----------------------------------|---|--|
| | | distances for sensitive uses. Also makes comment about local distribution network including planning for connections to Winchelsea and Bannockburn. | around local gas distribution network works to Winchelsea/Torquay. |
| 10 | Spiire for Ledge P/L and others | Seeks range of changes to Background Report Analysis around Western FIA (north of Midland Highway). Advocates for this area to be considered on merit in the short term and a change to staging arrangements. Consider that both areas should be able to be considered on merits (i.e determination of a preferred area is not required). | Refer more detailed submission analysis and response |
| 11 | Department of Education and E.C.D | Bannockburn School designation should be for a P9 school only (not K or P-12) based on current Department planning. | No change – full primary/secondary range school considered necessary to meet current and future growth role as a key District Town. Background Report retains school provision in 3 stages: P-9, early years, 10-12. |
| 12 | F. Speare | Requests consideration/identification of a dog park(s) as part of open space directions. | No change - local infrastructure consideration |
| 13 | D. Carson | Concern no directions to address obesity etc other than Point Lonsdale medical facility or no money allocated to sports precinct at Drysdale. No emergency services facilities identified for Bellarine. | No change - at a subregional level, health facilities captured as identified by CoGG, BH & BCH. No future planning data for emergency services could be obtained from relevant agencies. |
| 14 | L. Hughes | Submissions raises a range of concerns and criticism around G21 vision, directions around jobs and housing and congestion, G21, identification of road projects, convention centre, need for more open space, community facilities and training facilities, Avalon Airport directions, Open House content and information. View that document largely spin. | No changes - apart from negative feedback to broad range of projects no project inclusion or amendment suggestions were made. |
| 15 | M. Wrest | Offers congratulations on quality of projects identified. Promotes consideration of off shore wind structures as potential local industry construction employer and related | Include reference to offshore energy options under sustainable energy commentary although noted that key wind energy opportunities lie in Great South Coast region. |

| No. | Submitter | Submission summary | Proposed response |
|-----|-----------------------------------|---|---|
| | | energy and fisheries (artificial reefs) benefits. | |
| 16 | P. Westcott - PTUA Geelong Branch | <p>Provides a range of detailed comments about transport infrastructure directions including:</p> <ul style="list-style-type: none"> include rail within public transport and create separate freight rail infrastructure category; road projects read as wish list without analysis or cost benefit analysis; challenge of a viable, workable (service effectiveness) Armstrong Creek branch line to Torquay linked to Geelong – Warrnambool line from Marshall; based on V/Line <i>Initial Strategic Operations Plan</i> Grovedale station will require two platforms and partial track duplication between Geelong and Grovedale for required service level at Grovedale; station development should prioritise usable bus connections over carparking; development of stations should enable use as a transit hub; best public transport for passengers to and workers at Avalon is effective connecting bus services to Lara Station in short – medium term; decouple reestablishment of Geelong - Ballarat rail services with Ballarat – Bendigo. | <p>Suggest a number of changes be made to Implementation Plan and Background Report project descriptions generally</p> <ul style="list-style-type: none"> Inappropriate and potentially weakens case for rail - focus on rail is for both passenger and freight. Public transport focus is on service outcomes rather than infrastructure consolidate road projects and/or add commentary add need for service plan in project description agree – already included in description but propose to bring project forward 2 – 3 years ahead of second stage station development more detail to be added to descriptions around bus connections, station access and bike storage etc agree – extend commentary beyond carparking add commentary about bus services in short term and extend project end date agree – amend project description to Geelong - Ballarat. Copy of submission provided to G21 Public Transport Strategy project |

| No. | Submitter | Submission summary | Proposed response |
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| 17 | SMEC Urban for ABC Project Management | Seeks various changes to Plan to extend Northern FIA north of Staceys Road to Hams Road (approx 250ha) as a logical extension of Lara and to enable drainage and services catchment planning for the Lara NW growth area. | <p>Considered not appropriate to extend notional FIA boundary north of Staceys Road given potential impact on Chemring future operations by extending urban development to its eastern flank and the identity of Lara. While sensitive use buffers can be provided for, first planning principles would suggest that further intrusion of urban activities near the Chemring operations would impact future investment decisions and should be avoided.</p> <p>It is considered that further FIA expansion substantially north (and west of Lara) is as much a policy question for Lara as it is for Geelong. Despite drainage catchment arrangements it is not considered that this area is a logical extension of Lara given major road separation, distance from town centre, community and services infrastructure capacity of town and impact on overall town character with substantial growth areas and infill opportunities already identified in the Lara Structure Plan. Extension of the FIA north to a point approximate to Lara's northern boundary will reinforce a continuous conurbation from Lara to the Ring Road impacting on any opportunity to create a strong separation (and thereby identity) for Lara. Should this area be considered as a future logical extension to the FIA (assuming interface and buffer issues can be managed). Sewerage infrastructure can be accommodated via a Bacchus Marsh Road interceptor main. The Northern FIA also has potential to grow to</p> |

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| | | | the west to avoid further industrial buffer or landscape intrusion to the north. Propose wording changes in Implementation Plan in relation to logical extent considerations to west. |
| 18 | Tract for ICD Property | Makes comments on Western FIA directions relating to impacts on future planning for Fyansford, identifying supporting directions or seeking clarification around water/sewerage infrastructure treatment capacity to accommodate FIA growth and role of disused rail reserve as future transit corridor. | Agree in part – remove reference to using infrastructure capacity within Fyansford Green development. This comment reflected previous proposal to establish a waster water treatment facility (no longer being proposed) which may have been able to accommodate future growth to the west. To further acknowledge traffic impacts through Fyansford. No changes to rail corridor directions as these are notional only. |
| 19 | President Geelong Chamber of Commerce | Congratulates G21 on Plan and its broad vision and focus on key infrastructure projects. Concern little discussion on supporting SME's and seek more opportunities to support small business i.e business hubs. Concerned about 20 year timeframe for development of FIAs suggesting that these timelines be removed to allow a more flexible approach. Supports integration of directions with Metropolitan Planning Strategy. | Limited opportunity to identify tangible infrastructure projects at a regional/subregional scale for SME's beyond those identified. Roles of SME's identified although the Implementation Plan does not function as an Economic Strategy but seeks to identify enabling infrastructure linked to the RGP and Economic Development Strategy directions. Considered that localised business or incubator hubs while important are part of a local economic strategy and are out of scope. To include revised language clarifying medium – longer term role of FIAs. |
| 20 | Robert Luxmoore Project Management and Tract | Seeks range of changes to Implementation Plan and Background Report relating to FIAs generally and Northern FIA specifically. Seeks zoning of land now to enable infrastructure planning to take place and to respond to anticipated growth in short - medium term of 3 to 5%. Seeks removal of specific | Refer more detailed submission analysis and response. |

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| | Consultants for Lovely Banks land owners consortium | timeframe. Reinforces preferred FIA role. | |
| 21 | Insight Planning Consultants | Seeks various changes to Plan to extend Northern FIA north of Hams Road to a point opposite Barwon Prison (an extension of 562ha). | Suggest no change – this area is well outside the suggested northern extent of the FIA and would result in urban development extending from the Ring Road to Barwon prison, potentially impact on landscape and environmental values and create a continuous urban area as large as Armstrong Creek. Refer similar comments to submission 17 – the addition of these 2 additional areas to the Northern FIA would accommodate a further 25,000+ people. The landscape and amenity tradeoffs to accommodate this much longer term growth is not necessary given the availability of another FIA and potential extension opportunities to the west of the Northern FIA. |
| 22 | J. Suann - Capire | Congratulates G21 on collaborative engagement approach and use of a variety of engagement tools. Seek opportunity to be involved in further implementation of the Plan. | Noted |
| 23 | UDIA | Suggests plan should recognise both FIA's and removal of 20 year timeframe to meet increased demand and be supported by a commitment to infrastructure delivery timeframes. Also reinforce need to tie MPS and G21RGP directions. | The link to a 20 year timeframe is based on a rigorous review of land supply and demand activity. The RGP and Implementation Plan clearly identify a strategy linked to regular land supply review as a basis for development of the FIAs and infrastructure priorities and sequencing. This enables the Plan to respond to significant changes in future growth activity (up or down) rather |

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| | | | than speculating about quantum of future growth activity. While a commitment to infrastructure timeline delivery would be welcomed this is not likely to be a reality given the state government will not be signing off the Implementation Plan. To include revised language clarifying medium – longer term role of FIAs and role of Metropolitan Planning Strategy. |
| 24 | Committee for Geelong | Identifies members concerns over the specified (20 year) timeframe for development of FIAs rather than them being market led. Identifies the importance of this investment and employment to Geelong's development. | As above. 20 year time frame based on current supply analysis and growth projections (based on VIF2012) linked to efficient and effective roll out of infrastructure and sustainable long term growth activity. To include revised language clarifying medium – longer term role of FIAs. |
| 25 | C Low | Very detailed and considered submission. Makes a number of observations about infrastructure directions particularly in relation to transport and shipping infrastructure projects. Supports many of the transport projects identified. Considers Port projects dubious given focus on Hastings; number of comments highlighting need for sufficient car parking (at least 1000 bays) at key stations (Grovedale, Marshall, Bannockburn and Moriac); considers Geelong – Queenscliff railway not require. Suggests more planning for cemeteries. | Comments noted – No change to Port projects as it is considered that Geelong Port has a significant future as the states key bulk and break bulk port. While recognised that parking areas provided with new stations/station upgrades may not meet full peak demand a balance needs to be struck with affordably providing land for parking and investing in/encouraging use of other modes of travel to stations i.e buses, bicycle and walking. Consider cemetery planning outside scope of plan as it is not a key growth or economic driver. |
| 26 | Wyndham City | Range of comments about CoGG role/relationship with future planning for Melbourne and the development of a Metropolitan Planning Authority (MPA). Other comments made around including reference to major infrastructure projects such as: a) OMR Transport Corridor; b) Spur line connection to Wyndham Vale and Werribee from RRL which would improve connections to Werribee and Geelong employment precincts; and c) completion of Port Phillip Bay Trail. Submission also suggests map changes to show shipping channels and reinforce ferry connection as well as introducing a 6th theme 'Tourism' and | To include suggestions re transport projects. Unnecessary to separate Business and Tourism into separate themes. Review environment commentary as it relates to Port Phillip Bay and Bay Trail. |

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| | | including more direction around Port Phillip Bay under environment. | |
| 27 | DTPLI | <p>Range of comments made around document changes or additions around transport projects including public transport services including:</p> <p><u>Public transport</u></p> <ul style="list-style-type: none"> • suggests further commentary about integrating housing and community facilities with public transport services; • provide increased commentary of Geelong's economic diversification and resilience to Shell, Ford, Alcoa futures and identify where service sector employment will grow where located at stations and public transport interchanges; • PTV's multi nodal focus and focus on service levels rather than modes does not come through plan. Prefer ref to corridors and service levels rather than specific modes of transport i.e a) importance at multi nodal rail and bus interchange (high priority - Geelong, Marshall and North | <ul style="list-style-type: none"> • Local consideration in the main. Location of facilities identified in many cases is fixed. RGP and other strategies identify housing intensification around stations/interchanges. Some additional commentary to be added. • Mixes up purpose of G21 Economic Development Strategy with Implementation Plan. Implementation plan built on directions of EDS. Some commentary added p19 to acknowledge opportunities around stations. • Include additional commentary about planning based on service levels and multimodal approaches (and buses in short – medium term) however in most case rail in the longer term is considered to best provide required service levels for district towns and major urban areas. In terms of specific |

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| | | <p>Shore, lower priority – Grovedale, Lara and North Geelong);
b) coach initiatives instead of or as well as regional rail initiatives c) opportunities to strengthen coach links to Anglesea and beyond;</p> <ul style="list-style-type: none"> • Acknowledge opportunity to trial small vehicle public transport solutions particularly within District Towns • Add a project which aims to improve bus priority • Specific project comments a) R1.43 and 1.44 (Torquay – Geelong) – identify as a corridor rather than rail corridor with coach services pending rail feasibility; b) P1.58 (Queenscliff – Geelong) – identify as a corridor Geelong – Drysdale with connection to Queenscliff rail line – acknowledge tourist line c) B1.59 Geelong – Ballarat corridor to be identified as corridor given low cost benefit ratio; d) B1.60 Bannockburn link to Geelong Transit System to be coach initially until viability of a rail link. • Identifies that a number of projects identified are not planned government priorities – North Shore station upgrade, Corio Station, Moriac station, Colac station – supplement with coaches/small vehicle transport • Update document references to Geelong station funded footbridge and DDA works • Clarify Warncoort passing loop references – additional second loop required to support 5 services not funded • Change references to ‘SmartBus’ with ‘Premium services’
<u>Arterial Roads</u> | <p>projects a) final comments to be linked to G21 PTS. Identified outcomes to be included in Background Report project commentary; b) to mention bus as short term options however rail should be ultimate service aim c) coach services to Anglesea etc appropriate focus of local or G21 PTS.</p> <ul style="list-style-type: none"> • To add in commentary around public transport issues and challenges • As above. Also G21PTS consideration • a) leave as rail corridor but mention bus/coach as interim measures; b) change project description as Geelong – Drysdale and acknowledge relationship with tourist train; c) rename project Geelong – Ballarat and retain rail direction given longer term nature of project with bus services identified as interim measure d) as above. • Noted – no change. Upgrades considered important to deliver transport and access objectives but also address social access/equity issues etc identified in projects such as Corio/Norlane Structure Plan. Note time frame linked to viability for Moriac station – existing cost reflects only modest upgrade for basic comfort. • Note required – already referenced in Background Report • Clarify existing Warncoort loop is associated with improving freight flows and additional loop (as yet unfunded) is required to support additional passenger services • Add qualifier in Background Report project commentary |

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| | | <ul style="list-style-type: none"> • Include Bacchus Marsh Road (Lara – Corio) as a critical project • Southern link road should remove reference to Lwr Duneed Rod as other options exist and be mapped differently • Drysdale bypass should include ref to VicRoads Road Network Study identification of need to upgrade Portarlinton Road through Drysdale via duplication/intersection upgrades etc <p><u>Other</u></p> <ul style="list-style-type: none"> • Need to include riders relating to any Port development at Point Wilson in context of rail freight directions • Clarification of Avalon airports ‘nomination’ of international status rather than ‘awarded’ and remove reference to future rail freight linkages, intermodal interchange and port opportunities at Point Wilson. Identify Avalon Airport as low cost carrier airport role and acknowledge Melbourne Airport’s high end service role. Change reference to intermodal freight interchange to new air freight terminal. Need to reference VFLP. Identifies lack of knowledge of recently released Geelong Port and Land Freight Infrastructure Plan • Needs to include more directions in plan around walking and cycling particularly Principal Pedestrian Networks. | <ul style="list-style-type: none"> • Part of identified critical freight link project – extend map designation and commentary to Elcho Road • Retain designation but remove Lower Duneed Rd ref and include additional background report project commentary about alignment planning options • include additional background report project commentary • Disagree – unnecessary to identify a range of project riders given low levels of planning and long term nature of opportunity linked to freight role of Avalon • Change status as requested. Leave role and description of future airport operations unchanged as identified above. Include additional commentary to port projects including updated references to recently released Victorian Freight and Logistics Plan and Geelong Port and Land Freight Infrastructure Plan. • Add definition of PPN although consider walking at this level is a local principle with few regional PPN’s to be identified outside regional trails. Include commentary against proposed Integrated Transport Strategy and urban Geelong at p20. |
| 28 | Kawarren Recreation Reserve Committee Inc | Suggests further community infrastructure investment in smaller rural communities such as Kawarren (community facility) near Colac to support lifestyle housing options and community capacity building. | No change - identifies project of local importance but which are out of project scope |
| 29 | Queenscliffe | Makes positive comments about a number of Infrastructure | Local planning directions and revisiting Growth Plan directions is |

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| | Community Association | Plan projects and directions although notes that plan is focused towards development. Considers that issues of food and water security considerations should match population growth. Concern with continual loss of agricultural land to expanded settlements. Plan lacks regional strategies to create needed employment and affordable housing. Plan should reinforce planning directions around settlement boundaries, protection of open space, wetlands and rural areas etc. Should not use bore water as part of water supply system. Should identify greater use of water based transport options (ferries etc). Should identify more than Lethbridge as an agricultural hub. | out of project scope however the Growth Plan reinforces settlement boundary planning and protection of rural land assets. The Plan is also not an economic strategy but instead relies on key regional directions of the RGP and Economic Development Strategy to identify infrastructure projects that will help drive job growth across a range of regional competitive advantage employment sectors. The Plan identifies a number of port/harbour projects aimed at supporting a broader network of passenger and freight transport options. |
| 30 | CCMA | Supports project and implementation. Comments informed by RCS and Waterway Strategy under development. Seeks a range of changes including: identifying a broader range of asset values; referencing a range of CCMA strategies and projects; aligning Open Space Assets Strategy with RCS. Number of minor suggestions re Environment Infrastructure and FIAs | To include feedback in commentary where relevant to scope. A number of suggestions such as a broader description of regional environment assets etc are considered to be outside the scope of the Infrastructure Plan. |
| 31 | Geelong Port | Submission highlights port activity and future opportunities to increase trade volumes and activity at the Port. Identified a number of recent reports undertaken which have enabled key road and rail connection projects to service the Port. For identified rail projects suggests Plan be revised to identify expanding use and availability of dual gauge rail connections to port or enable conveyor delivery options and updating port throughput volumes. | Review commentary to align with Victorian freight and Logistics Plan and the Geelong Port and Land Freight Infrastructure Plan. |
| 32 | Steve Wickham | Raises a number of concerns about the status and veracity of RGP directions relating to settlement planning and boundaries in the context of CoGG decision to prepare an amendment to rezone land south of Armstrong Creek. | Noted – Inclusion of G21RGP in SPPF will give the document greater strategic/statutory weight. |

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| 33 | Margaret Watts | Submission identifies a) the need for more buses; b) a hard waste collection and cheap recycling shop; c) unified centre for food relief operations; d) tourist info videos at various locations; e) care required when mixing up housing types and densities. | Comment on bus services noted – consistent with directions of the draft Implementation Plan. The submission identifies other projects and potential solutions that are local in nature. Comment about housing noted – local scheme provisions appropriately deal with amenity and design considerations. |
| 34 | Amex Corporation | Submission flags the potential modification of the RGP settlement map directions to reflect the potential inclusion of 80 Duffields Road Torquay (Spring Creek) within the settlement boundary should their submission to C66 being upheld. | Noted - Amendment C66 is some way off its final inclusion into the Surfcoast Planning Scheme so any change to the RGP directions map is premature particularly given any SPPF implementation of the RGP is also likely some way off (given linking to final series of RGP's and the Metropolitan Planning Strategy). The RGP is intended to be an adaptable document and reviewed from time to time to respond to any major planning policy changes. |

Specific FIA submissions

Submission 8: Golder Associates on behalf of McCann family and Adelaide Brighton Cement Limited (Note: IP – Implementation Plan; BR – background Report; GRR – Geelong Ring Road)

| Doc | Issue description | Discussion | Response |
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| Implementation Plan | Submission claims that water quality of the lake is not an issue and that it will be suitable for public use | Page 90 doesn't say that "water quality is unlikely to be suitable for public use". IP does in fact states that "modelling indicated water quality in the lake is suitable for public use" which is the fact. Statement qualified by indicating that water quality "may" at times in practice be unsuitable (for public use. Statement also reasonably and appropriately qualified by requiring further technical analysis. | No change |
| | Submission asserts that the lake could bring significant environmental benefit. | The environmental benefit directly attributable to the lake is not clearly obvious and evidenced. There is only "potential" for benefit and that is not very clear about how the lake will directly contribute to an environmental benefit. There is enough doubt (eg increasing salinity, stratification, blue green algae) in regard to the water quality to therefore raise questions about on the extent of the ultimate environmental benefit. Submission bases the assertion on precedents and international studies. Page 90 dot points 1(2) and (3) reasonably covers off on broad benefits of lake. | Add " <i>and possible environmental benefit</i> " at pg 90 end of dot point 3, second row of table |
| | Submission asserts that ring road is well integrated into the land form and will not be a barrier. | The statement in the IP is reasonable, appropriate and properly qualified. While the GRR is integrated into the landform it is still more of a barrier than if it was not there at all. Plan only indicates it "may" be a barrier in regard to "social integration". | No change |
| | Assertion that there is an opportunity to disperse traffic coming from development in the south of the western FIA through upgrades to Church St, Autumn St and Hyland St | This may be partly true however the impact on traffic congestion through highly urbanised suburbs from upgrading these roads could be substantial. Prepared to accept there is an opportunity but that it should be qualified that it comes at a cost and potential amenity impacts in other urban areas. | Pg 91, first row, 5 th dot point. Replace with: <i>Potential to upgrade existing road network including Hyland St, Autumn St and Church St and an over-</i> |

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| | | | <p>bridge at Hamlyn Heights, although costly to construct.</p> <p>Pg 90, 2nd row, 1st dot point - replace with: <i>While there is an opportunity to upgrade carrying capacities on Autumn, Hyland and Church Streets, this may constrain traffic movements and increase congestion.</i></p> <p>Pg 107 BR, add text which suggests exploring upgrades as above.</p> |
| | Suggests there is plenty of time to negate/manage risks associated the complex approval process and land management challengers. | The statement in the IP is reasonable, appropriate and properly qualified, indicating that the complexities are less north of the Midland, and around the Hamilton Highway. While there may be adequate timeframes this does not reduce the relevance of the statement as a potential threat/weakness. | No change |
| | Submission asserts that open space management and maintenance costs are not an issue | There is a lot of land not under a long term funding and management model (ie not part of the extractive licence). The need for integration of open space and conservation planning and ongoing management including rehabilitation of biodiversity assets will come at a cost and require coordination/integration across multiple tenures and titles etc. | No change |
| | Requests that emphasis is placed on opportunity for shared trail connectivity between north and south nodes of the Western FIA and integration as part of a wider Geelong trail network | This opportunity is appropriately covered in the IP. Make minor amendment to pg 112 of BR. | <p>Make minor amendment to page 112 of BR at 2nd column, 1st para.</p> <p>Add open space linkage opportunity on map 13.</p> |

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| | Submission claims that electricity easement in south east will not “limit development potential” as stated on pg 91 of IP | Accepted this point could be further qualified | Make minor amendment / qualification to last dot point, 2 nd column, pg 91 |
| | Suggests that the formation of a lake is likely to lead to significant net carbon assimilation and storage that would more than mitigate carbon footprint mentioned on pg 92 of IP. | Remove the reference to carbon footprint from the text as the comment is not backed up with evidence and doesn’t take into account other positive and negative factors in the carbon budget. | Remove reference to carbon footprint at first dot point, 2 nd column, pg 92. |
| | Asserts that the interface issues identified to the west are unlikely. | IP statement is appropriate and properly qualified | No change |
| | Submission asserts that rural view sheds will be enhanced by development | IP statement is appropriate and properly qualified | No change |
| | Submission claims that potential higher development costs due to complex topography will be partially offset by broader net community social and economic benefit. | The Situation Analysis presents opportunities and threats. The factors which offset the possible costs due to topography, such as social and economic benefits, are also listed in the Analysis as positives. IP and BR both point out the benefits, such as diverse living experiences, which the complex topography brings. | No change |
| | Asserts that last dot point, 2 nd column (starting with “Highly ..”) on pg 92 is not a relevant weakness against that particular goal | Accepted, delete last part (starting “which ...”) of paragraph. | Make minor amendment to last para, 2 nd column, pg 92 |
| | Requests a series of amendments to key differences summary for pg 94. | The value of the first three paragraphs on pg 94 has been reviewed and as a result these paragraphs including dot points will be replaced with two generic paragraphs giving a simplified high level synopsis. | Replace first three paras on pg 94 with generic wording. |
| | Recommends acknowledgement of the need for housing diversity throughout the | Accept this is a valid point. Both northern and western FIAs can deliver this diversity, including the higher valued properties, to | Add new dot point to 1 st para at 4.3.4 on pg 97 |

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| | spectrum of residential market including higher value properties. | differing degrees. | |
| | Submission requests correction to Situation Analysis Map to show correct position of conveyor belt | Accepted. Make change to Map 13 IP and Map 11 in BR. | Correct Map 13 IP and Map 11 of BR |
| | Numerous objections to the manner which the IP and BR identify and describe the drainage issues to the south of the Western FIA around the Fyansford-Gheringhap Road. Submission asserts generally that drainage issues are less severe than IP describes. | Disagree. Advice from CoGG drainage engineers concurs with wording used in both the IP and BR and that it is reasonable and appropriately qualified. Notwithstanding consider removing the word “major” from the label in Map 13 of IP. The legend of the map denotes this issue a “weakness” which is adequate. The use of word “major” is arbitrary and cannot really be validated. Additionally there is ample commentary and qualification on this matter both in the text of the IP and BR. | Remove work “ <i>major</i> ” from drainage in southern part of FIA Situational Analysis Map 13. |
| | Submission proposes a two phase approach to geotechnical risk assessment and investigation, being a first a desk top assessment and then a targeted investigations | Statement is appropriate and properly qualified. The methodology /approach of the geotechnical assessment/investigation would need to be discussed and agreed with by independent and qualified technical experts. It is recommended that in regards to the assessment of geotechnical risk, a conservative approach is adopted, as an input into the PSP process. | No change |
| | Submission explains that future quarry rehab would be expected to address needs of any future PSP development | Agreed but no change needed | No change |
| | Submission claims that the future of the basalt quarry is clear. | IP statement is appropriate and properly qualified. Work still to be done as part of the PSP, re land stability and land use of the basalt quarry. | No change |
| | Submission asserts that south east portion of the FIA should be the initial phase of development and this should be recognised. | Assertion based on generally access to Fyansford green precinct and existing facilities and infrastructure and services associated with that development. Similar to reasons why the IP suggests Bell Post | Amend Map 14 (Staging Map) to remove open space component from first stage |

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| | | Hill should be the first phase of development. Drainage and traffic remain major obstacles to residential development in south east corner. | and to also reconfigure stage 2.
Revise text on pg 104 to reflect changes to map, place importance of development of open space and include logical inclusion comments |
| | Suggests 1 st para, 2 nd column (starts "In order ..") on pg 103 is confusing | Accepted. The ordering and drafting of this para in relation to the preceding paragraphs is slightly confusing and will be revised. | Review/re-write first para, right column, pg 103 |
| | Submission proposes an alternative development phasing approach | Seeks to develop southern portion first before land adjacent to quarry. Also seeks to include narrow strip of land between Moorabool River and Ring Road and exclusion of Moorabool River corridor. Accept this position in part given development economics. Have extended stage (phase) 2 to Fyansford – Gheringhap Road to accommodate additional developable land but leave drainage affected ares and employment areas within stage 3 acknowledging retail impacts on other centres and traffic considerations. Exclude river corridor from stage 2 to enable earlier development but reaffirm need to plan and provide for corridor early in development life. Inclusion of additional land in stage 1 enabled subject to resolution of water treatment plant site and other site assessment considerations. | Amend Map 14 (Staging Map) to remove open space component from first stage and to also reconfigure stage (phase) 2.
Revise text on pg 104 to reflect changes to map, place importance of development of open space and include logical inclusion comments. |
| | Suitable siting of required Water Reclamation Plant in the Western FIA remains an issue to be further investigated. | A number of options for the location of the WRP exist and these require further targeted investigation. One option, and it seems the most progressed option in terms of Barwon Water analysis, is to locate the WRP adjacent to the existing quarry. There are a number of impacts identified with this option such as impact on open space, amenity, odour, access etc. | Add dot point to page 99 of IP, 2 nd column.

Add text to pg 117 of BR. |

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| Background Report | Submission proposes a two phase approach to geotechnical risk assessment and investigation, being a desk top assessment then targeted investigations | Refer to other comments above | No change |
| | Submission makes the point that all future quarry rehab can be done in accordance with any PSP development however certainty, regarding which FIA will be developed, is first required. | This raises an important point worth briefly exploring in the IP. Any future rehab of the quarry should ideally be done based on the ultimate land use situation. If this is not known, then rehab of the quarry will continue in accordance with the current rehab plan which may compromise the final land use. Review of quarry rehabilitation plan should be done as part of (or before) PSP process so the rehab responds to the needs of the PSP. The conflict is that rehabilitation of quarry is presently underway and will continue while mining operations continue. | Amend dot point on pg 101 of IP |
| | Suggests that the proposed batter slopes on southern escarpment of quarry were assessed according to a number of groundwater conditions. | Submission comment relates to the battering of the quarry scarps, however the comment in the BR relates to the risk of a rebounding water table to the entire extent of the drawdown which is a matter of kilometres. Statement in the BR is reasonable and appropriately qualified | No change |
| | Suggests that if western FIA was selected, the Rehab plan would need to be revisited to address land issues between the quarry edge and the surrounding urban development. | Discussed above - essentially concurs with BR on page 66. | No change |
| | In regard to risk of rebounding of | Submission comment is not relevant and misses the point made in | No change |

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| | groundwater after dewatering ceases, submission makes point that there are many proven ways to stabilise pit walls. | BR. BR identifies risk to the kms of land surrounding the quarry that has been dried out due to cone of depression, which will be ultimately be wet again once dewatering ceases. Refer to other comments above. | |
| | Assertion that there is no uncertainty about the basalt quarry. | This is not the case –uncertainty remains. Golders/McCann/ABCL has no apparent authority to talk on behalf of the quarry owners/operators. | No change |
| | Submissions concurs that land slip susceptibility areas would need to be further investigated | Submission essentially concurs with BR on page 67. | No change |
| | Submissions comments on environmental enhancement opportunities at a landscape scale. | BR and IP make sufficient comment on these opportunities, and nothing further is necessary. | No change |
| | Submission makes multiple objections to commentary in both IP and BR re. flood and drainage constraints between Fyansford/Gheringhap Rd and Hamilton Highway. | Refer to other comments above | No change |
| | Submission asserts that because the FIA has a large green space component and a high degree of infiltration and groundwater re-charges, a lower run-off coefficient is expected and that this would result in smaller peak floods. | This assertion is not backed up with specific evidence relating to this particular land or expert opinion and appears to be conjecture. | No change |
| | Submission claims there is no statutory requirement to locate sensitive uses beyond areas that have potentially been contaminated and that this requirement be | BR statement is reasonable, appropriate and qualified. However prepared to add further qualification. | Insert “From a planning first principles perspective, sensitive uses should ..” at start of 3 rd para in 2 nd column |

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| | removed. | | on pg 78 of BR. |
| | Assert that contamination is unlikely to be an impediment to the location of particular uses. | The BR does not make any claims that contamination is likely to be an impediment to the location of particular uses. It merely draws appropriate and reasonable level of attention to the potential for land contamination and further investigation. | No change |
| | Submission makes a point that early identification of the end land use for the area would ensure that progressive mine rehab and closure can happen in accordance with an end land use in mind. | Agree that in relation to progressive quarry rehabilitation and mine closure, it would be highly beneficial to have certainty in regard to the end land use. If this is not the case then rehab will progress independent to the end land use, or based on the current default land use being mainly agriculture. This is particularly relevant for geotech stabilisation, regrading of quarry edges, burial of water dumps, and targeted dewatering etc. Refer to related issue above. | Insert commentary at 101 that convey importance of quarry rehabilitation to progress in with end land use which has timing implications. |
| | Submission concurs that Water quality investigations may be required | Submission does confirm that if the Western FIA was selected further water quality and hydrological studies would be done if required. This supports statements made in the IP and BR re water quality but interestingly seems to contradict other statements made in the submission. | No change |
| | Alternative uses for the lake are not currently feasible due to the inability to continue dewatering into perpetuity. | Submission suggests that if there is an intention for the lake to be used as a recreational community asset then the only way for this to be realised is through the western FIA to be selected as a growth area. While this is probably true it is not necessarily the case – other mechanisms would be open to authorities should the opportunity be identified. | No change |
| | Does not agree that the lake will necessarily be too saline for fish. | The BR makes a reasonable and appropriate statement that is properly qualified. The Nolan IT water quality report states “...it seems likely that the Batesford Quarry lake will provide good environment for euryhaline fish ...” The term “it seems likely” is hardly a definitive statement of support by the report’s author. | No change |
| | Submission provides commentary on pre- | Agreed but no change needed. BR statement is appropriate and | No change |

| Doc | Issue description | Discussion | Response |
|------------|---|--|---|
| | contact Aboriginal heritage. | properly qualified | |
| | Opportunity to disperse some generated traffic via upgrades to existing road network, eg Church St connection | BR statement is appropriate and properly qualified. Could add some more words to reflect that this should be explored as part of the overall traffic management. | Add words to pg 108 of BR, 2 nd column, third row. |
| | Golders making point that established community facilities to the south and north of the western FIA further support the argument to prioritise both these areas for development. | BR statement is appropriate and properly qualified. Refer to other related comments above | No change |

Submission 10: Spiire on behalf of Edge Pty Ltd and Landowners

| Doc | Issue description | Discussion | Response |
|---------------------|---|---|--|
| Implementation Plan | Submission recommends a raft of changes to the text in the Situation Analysis, Figure 9, pg 90. | Suggested amendments to Figure 9 have been dealt with by exception. Only evidence-based changes that have a justifiable, valid and substantive impact are supported. Suggested text changes which merely reflect a differing perspective/writing style or are seen to be partial and advancing the interests of the client are not supported. | No changes |
| | Submission suggests deletions and additions to Map 13. | Suggested deletions are not supported. Accept suggested additions except the shared path where Moorabool River crosses under the Geelong Ring Road - the presence of the open space corridor would obviously include shared path connections and this is also mentioned in supporting text. | Make amendments to Map 13 to include suggested additions (and also Map 12 to ensure consistent terminology in both maps) |
| | Submission proposes changes to pg 94 which summarises the differences between the two FIA in a general way | Submission asserts that the key differences summary on pg 94 does not accurately present the differences and the situation analyses. Agreed that these paragraphs require review and re-write. | Replace this key differences summary on pg 94 of IP with more general statements. |
| | Submission advocates for creation of a 'green corridor' to connect Barwon River, Moorabool River and Cowies Creek and a shared path that aligns with the green corridor | In principle agree with this opportunity and the community/environmental/social value of the proposal. | Amend two paras on pg 100 to reflect potential benefits of this opportunity under Transport Choices and Environment |
| | Submission presents a concept plan that addresses and incorporates many of outcomes set out in 4.3 of the IP. | Concept plan goes into a level of detail inappropriate for purposes of the IP. Many features of this concept plan would be more appropriate as part of a PSP process. However Map 13 could be updated to include an open space link network linking a green corridor along the Moorabool with a corridor on Cowies Creek with potential for shared paths. | Amend map 13 to show open space linkage. |

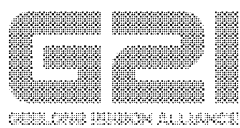
| | | | |
|--|--|---|--|
| | | | |
| | <p>Submissions asserts that Bell Post Hill component of western FIA is 'development ready' and is a logical extension of existing community, rather than a major new growth front. Submission asserts that there is 'development creep' already occurring and it seems inevitable that this area will be developed, therefore BPH should be developed now.</p> <p>Objects to having BPH areas held to the 20 year timing and that it has the services and infrastructure already in place to give council the flexibility to develop this area now, before the remainder of the FIA is developed</p> | <p>Barwon Water has advised that BPH is not 'development ready' and Barwon Water have not advised that there is capacity within existing infrastructure to facilitate immediate development. Modelling and targeting investigations would need to be done by Barwon Water to quantify if and where capacity that exists. Other infrastructure providers would also need to confirm capacity also.</p> <p>BR at page 117 already acknowledges there may be capacity in the existing system as an interim measure which is appropriate and reasonable.</p> <p>The link to a 20 year timeframe is based on a rigorous review of land supply and demand activity. The RGP and Implementation Plan clearly identify a strategy linked to regular land supply review as a basis for development of the FIAs and infrastructure priorities and sequencing. This enables the Plan to respond to significant changes in future growth activity (up or down) rather than speculating about quantum of future growth activity.</p> | <p>No change to 4.4.1.</p> <p>No change to BR.</p> |
| | <p>Does not agree with the IP recommending that CoGG choose one of the identified FIAs over the other as the next growth area. The submission purports that any request for rezoning should be assessed on its individual merits and be market driven.</p> | <p>IP/ G21 maintains that only one growth front should be supported to ensure efficiency of infrastructure provision (social and physical) and to ensure 'cost of growth' is managed and minimised.</p> | <p>No change</p> |
| | <p>The submission suggests a series of changes to Section 4.4 of the IP.</p> | <p>Suggested amendments to section 4.4 have been dealt with by exception. Only evidence-based changes that have a justifiable, valid and substantive impact will be supported. Suggested changes which merely reflect a differing perspective/writing style or are</p> | <p>No change</p> |

| | | | |
|--|---|---|---|
| | | seen to be partial and advancing the interests of the client are not supported. | |
| | Submission suggests an alternative phasing approach | Refer comments and response to same issue in Golder's submission. Submission also suggests use of 'phasing' rather than 'staging'. s. | As per submission 8. 'Staging language replaced with <i>'phasing'</i> . |

Submission 20: Robert Luxmoore Project Management and Tract Consultants on behalf of Lovely Banks land owners consortium

| Doc | Issue description | Discussion | Response |
|---------------------|--|--|---|
| Implementation Plan | The submission seeks remove reference to the residential land supply adequacy of 20-years as it claims this stifles economic progress and innovation in Geelong. | The link to a 20 year timeframe is based on a rigorous review of land supply and demand activity. The RGP and Implementation Plan clearly identify a strategy linked to regular land supply review as a basis for development of the FIAs and infrastructure priorities and sequencing. This enables the Plan to respond to significant changes in future growth activity (up or down) rather than speculating about quantum of future growth activity. While a commitment to infrastructure timeline delivery would be welcomed this is not likely to be a reality given the state government will not be signing off the Implementation Plan.. | Include reference to impacts of Metropolitan Strategy directions in context of land supply monitoring |
| | The submission seeks to ensure that the final IP takes into account the Melbourne Metropolitan Planning Strategy | At the time of finalising the plan the release of the MPS or the date for its finalisation was unclear. The IP relies on and recommends ongoing monitoring of land supply taking into account population growth and land uptake activity, which would reflect any future directions and policies in respect to MPS. | As above |
| | Submission seeks to have the G21 IP support the immediate recognition of the Northern FIA into strategic policy and the application of the UGZ in the planning scheme. | The G21 IP does not identify a priority area. Each area has its relative merits and challenges. The IP suggests that CoGG consider the analysis and directions provided in the IP to determine which area delivers the greatest benefit to Geelong. | No change |
| | Submission seeks to have the Northern | IP advocates (pg 103) for CoGG to select a preferred FIA and to | No change |

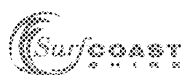
| Doc | Issue description | Discussion | Response |
|------------|---|--|-----------------|
| | FIA zoned immediately to provide certainty to infrastructure providers such as Barwon Water and CoGG, so as it claims, infrastructure and services can be coordinated and integrated. | incorporate this into planning policy within the next 18 months. This will provide the certainty required for infrastructure providers and CoGG to ensure infrastructure and services are coordinated and integrated. | |
| | The submission supports a PSP process, should the northern FIA be selected, which is administered and managed by the planning authority, and supported by land owners. | Noted - Statement is appropriate and properly qualified | No change |
| | The submission sets out a design elements to improve access to the GREP and the Port of Geelong | This infrastructure project is identified in the IP as the “Geelong Port-GREP-Princess Freeway Direct Access”. This level of detailed design would be undertaken at a later date and is premature for the purposes of this IP. | No change |
| | The submission sets out design elements for anew rail station at Heales Road. | A station at Heales Road has been identified in the draft IP FIA analysis as a possibility only and is not currently part of PTV considerations. An understanding of viability and system/service impacts on the Melbourne – Geelong services would need to be considered with any new or relocated station proposal. Proposal or more specific directions are premature for the purposes of the IP. | No change |



G21 Regional Growth Plan IMPLEMENTATION PLAN

OCTOBER 2013 / FINAL DRAFT

PLANNING & SERVICES PILLAR





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EXECUTIVE SUMMARY

Having the right infrastructure in place along with sufficient land supply and housing strategies to support the needs of a growing population and job creation will be critical for the future livability and prosperity of the G21 region.

The G21 Regional Growth Plan (Growth Plan) provides a strategic land use and growth framework to manage population growth of the region to 2041. Accordingly, the Implementation Plan aims to build on the work of the Growth Plan by:

- Identifying the critical infrastructure required to support the housing and employment growth directions of the region and provide a program for its optimal delivery;
- providing land supply data and incentives for achieving strategic housing outcomes to support infrastructure and settlement planning;
- Identifying key considerations and a pathway for the delivery of longer term growth areas.

The Implementation Plan seeks to deliver in the context of the G21 Vision and the Growth Plan's nine principles and recommended land use directions.

The Implementation Plan has been developed by the G21 Councils Region Alliance's Planning and Services Unit in partnership with state government departments and agencies.

The Implementation Plan will be an important planning tool for the G21 region. It identifies funding priorities for critical infrastructure and will be used by project partners and other service providers and agencies to plan future infrastructure and service provision.

Taking a longer term view

The Implementation Plan has a 25 year outlook to 2041. Taking a long term view requires consideration of more sustainable thinking and practices in the context of future challenges and opportunities, including climate change and variability, increasing energy costs, food security, technology advancement and the economy, as well as societal changes around accessing jobs, education, health and other services.

Where possible the Implementation Plan has endeavoured to consider the impact of these changes on the region's planning for the future and provide a basis for reviewing directions to ensure the plan is able to adapt and respond to a changing world.

Supporting documents

The Implementation Plan is supported by:

- a *Background Report* which includes more detailed analysis and project management agreements underpinning the key directions of the Implementation Plan;
- *Residential and Industrial Land Supply* reports and a web based land supply reporting tool; and informed by:
- a *Strategic Housing Incentives Action Plan*;
- a *Land Supply Background Paper*.

Planning for Infrastructure

Strategic investment in infrastructure has the capacity to be transformational from an economic, social and environmental perspective. It can drive investment and productivity, provide employment opportunities, improve community health and wellbeing, address disadvantage and lessen urban congestion.

The development of a regional and subregional level infrastructure plan has provided a consolidated picture of the infrastructure required to support and drive the region's growth directions and address infrastructure needs that are specific to the region reaching its potential, achieving its vision and broadening its contribution to the growth of the state and nation.

Developed through infrastructure providers and private sector consultation and analysis of major strategies and project proposals, the infrastructure plan provides a program for infrastructure investment which will achieve the highest and best value for the region in terms of supporting job growth, a vibrant economy and building on existing infrastructure investments and the region's competitive advantages.

The infrastructure themes cover:

| | |
|-------------|---|
| Transport | road, rail, public transport and active transport |
| Utilities | water and sewerage, drainage, gas and electricity, and telecommunications |
| Community | education and training, health, arts and culture, sport and recreation, emergency services and other waste management |
| Business | airports, ports and harbours, agriculture, major urban functions |
| Environment | National, State and Regional Park areas |



Around 240 infrastructure projects have been identified to support growth of the region consistent with the Growth Plan directions.

In addition to improving transport links to Melbourne and adjoining regions, the **critical projects** that will be catalytic in supporting the region's growth towards a population of 500,000 include:

- Connection of the Geelong Ring Road to the Bellarine Peninsula
- Geelong Ring Road and rail freight connections to Geelong Port and GREP
- Major upgrades of the Great Ocean Road and key connecting routes to the Princes Highway
- Geelong Port shipping channel access and berthing improvements
- Avalon Airport precinct development and rail link.

These are complemented by a number of other key projects including:

- Princes Highway duplication to Colac
- Midland Highway duplication to Bannockburn
- Upgrades to key transport links from Geelong to growth areas in Armstrong Creek and Torquay/Jan Juc
- Public Transport regional network development and service enhancements
- Potable water trunk line connection to Lethbridge intensive agriculture node
- Redevelopment of GPAC
- Portarlington Safe Harbour development
- Apollo Bay harbour precinct developments.

A number of potentially transformational projects that have not undergone rigorous business case development are the focus of **further work** priorities:

- Road and rail freight connections to Ring Road, Port and GREP options study
- Geelong stabling yards relocation options study
- Colac bypass land use planning and route designation
- Development of a Geelong Integrated Transport Plan
- Development of a next generation waste management and resource recovery plan
- Preparation of a Central Geelong Master Plan.

The following three **potential future projects** provide the next tranche of infrastructure projects or support the Growth Plan outcomes:

- Development of a **Geelong Integrated Transport Plan**
- **Geelong Digital Roadmap** implementation
- Development of a **Regional Natural Assets and Open Space Strategy**.

Strategic housing incentives and land supply

Having incentives to support key strategic housing outcomes including sufficient residential and industrial land supply in the right locations is important for providing future housing and employment land and supporting housing diversity, choice and affordability.

The Growth Plan identified a number of key objectives and outcomes for future housing provision in the region:

- providing greater housing choice to meet the changing needs of households
- encouraging medium to high density living in identified precincts and supporting urban regeneration initiatives
- supporting the timely development of identified short to medium term growth areas and further longer term housing growth in Colac and Winchelsea
- ensuring adequate supply of residential and employment land in the right locations to meet future growth needs.

Consultants Urban Enterprise and Spatial Economics were engaged to assist in the identification of strategic housing incentive actions and development of land supply reports to inform the Implementation Plan directions.

Key barriers or challenges identified for achieving strategic housing outcomes include:

- **infrastructure** - availability, timely delivery and adequacy
- **development viability** - market demand, land and development costs and level of local amenity
- **planning for growth and land supply** - impacts of constraints on capacity, limited diversity of housing stock, land assembly challenges
- **development approval and planning processes** - currency of strategic planning, adequacy of resources, processes and time frames.

DRAFT LAND SUPPLY REPORTS HAVE BEEN DEVELOPED FOR G21 MUNICIPALITIES FOCUSING ON THE MAJOR POPULATION CENTRES

A range of strategic actions have been identified to address these issues including:

- **regional initiatives** - targeted at the wider G21 region and ensuring that the common strategic housing growth challenges are addressed across planned growth and urban renewal areas. These include regular land supply monitoring and key infrastructure provision
- **urban renewal and regeneration initiatives** - providing specific localised actions to stimulate development and targeted investment in identified areas. These include post code campaigns and particular area coordination and delivery mechanisms
- **growth area initiatives** - specific targeted actions required to ensure that land release and housing growth is supported where and when it is required. These include key supporting infrastructure provision, land assembly support, detailed strategic planning and housing diversity planning tools.

Land supply reports have been developed for G21 municipalities focusing on the major population centres. These reports provide current land supply data for residential and industrial land stocks.

The reports indicate that the region has a healthy level of residential land supply including a diverse composition of development, multiple active development fronts and a competitive land development environment, as well as a reasonable diversity of product. The City of Greater Geelong has around 18 years of zoned and 14 years of identified but unzoned land supply based on current housing development activity and population growth figures. Centres such as Torquay/Jan Juc and Bannockburn have around 13 years zoned supply, and Colac around 18 years.

The housing supply data suggests that some of the identified planned growth areas for Bannockburn and Torquay will need to be rezoned shortly and land supply levels regularly monitored in active growth centres.

Further Investigation Areas

The Growth Plan identified two Further Investigation Areas (FIAs) or 'strategic opportunity areas' to the north and west of Geelong, to be examined for their potential to provide capacity for the G21 region to grow to and beyond 500,000 people and respond to higher growth rates in the future.

An analysis of these two areas indicates that both these areas have the potential to provide for significant growth, of around 60,000 people, more than is required for the foreseeable future. Each area has a number of constraints and limitations which can be managed. Each area also offers a number of significant opportunities to increase employment, enhance existing communities or provide significant environmental benefits and key recreational linkages.

The Implementation Plan concludes that only one FIA is required to meet the foreseeable medium to long term growth needs of Geelong. The Implementation Plan does not identify which FIA should be the next major growth area that proceeds to the growth area planning stage. This is an on-balance consideration for the City of Greater Geelong. It is intended that the analysis and recommendations of the Implementation Plan assist the City of Greater Geelong in making that decision.

The Implementation Plan identifies major consequences of 'out of sequence' development and over-availability of land supply across multiple growth fronts. The Implementation Plan confirms that the FIAs will serve a medium to long term growth role for Geelong, which at current land supply and take up rates indicate could be around 20 years away.

Because growth rates can change quickly in response to key policy or major investment decisions, the specific timeframe for the development on an FIA will need to be reviewed in the context of regular land supply reports examining take up in existing and identified future supply areas and major urban policy directions such as the Metropolitan Planning Strategy.

In terms of future planning of one of the FIAs, the Implementation Plan identifies the need to take the 'next step' when it comes to planning future communities, particularly those at the edge of existing urban areas. This is important to ensure future infrastructure delivery is efficient and cost effective, that sustainable communities are created and that broader community and economic benefits can be provided.



The Implementation Plan also includes a number of suggested responses relating to:

- developing a **Sustainability Plan** to provide urban areas incorporating the principles of zero carbon, zero waste, sustainable water and transport and improved environmental outcomes
- community planning and design
- providing housing choice and affordability including development of a **Housing Diversity Plan**
- coordinating infrastructure provision through the development of an **Integrated Infrastructure Delivery Plan**
- identification of site specific considerations for each FIA
- next planning steps including timing, detailed planning and planning process support mechanisms.

Review

In order to ensure the Implementation Plan remains current and able to adapt to new information and changing priorities it is suggested that:

- the Plan be reviewed every three years with the Infrastructure Plan project list updated annually
- the land supply data is regularly updated to inform future planning.



GLOSSARY



TERMS USED IN THIS DOCUMENT

Broadhectare land /

New development on greenfield sites (sites that have not been used for urban development before) on the edge of an established urban area

Development Contribution Plan /

Development contributions are payments or in-kind works, facilities or services provided by developers towards the supply of infrastructure required to meet the future needs of a particular community, of which the development forms part.

District Towns /

The towns of Bannockburn, Colac, Drysdale/Clifton Springs, Lara, Leopold, Ocean Grove, Torquay/Jan Juc, and Armstrong Creek

Established urban area /

Land Supply term used to describe the existing urban area which broadly follows township boundaries excluding rural residential areas and broadhectare. The established urban area includes dispersed infill (small dwelling projects usually on residential zones) and major infill (large projects commonly greater than 10 dwellings) and redevelopment sites.

Further Investigation Areas /

Areas identified in the Growth Plan with potential for medium to longer term growth

Growth Plan/G21 Regional Growth Plan /

The G21 Regional Growth Plan provides a strategic planning framework for growth of the region to 500,000 people by 2050

G21 Geelong Region Alliance /

The formal alliance of government, business and community organisations working together to improve the lives of people within the G21 region across five municipalities - Greater Geelong, Colac Otway, Surf Coast, Queenscliffe and Golden Plains

Infrastructure Plan /

A regional level plan to provide critical infrastructure to support population and employment growth consistent with the Growth Plan

Precinct Structure Plan /

Master plans for whole communities

Regional/subregional /

A term applied to the Infrastructure Plan covering either the G21 region or one of seven subregions: Urban Geelong (including Armstrong Creek), Bellarine Peninsula, Lara, southern Golden Plains (including Bannockburn, Lethbridge, Inverleigh and Teesdale), Winchelsea (including Moriac), Torquay (including Anglesea and Lorne), Colac (including Birregurra, Forrest and Apollo Bay)

Rural residential supply /

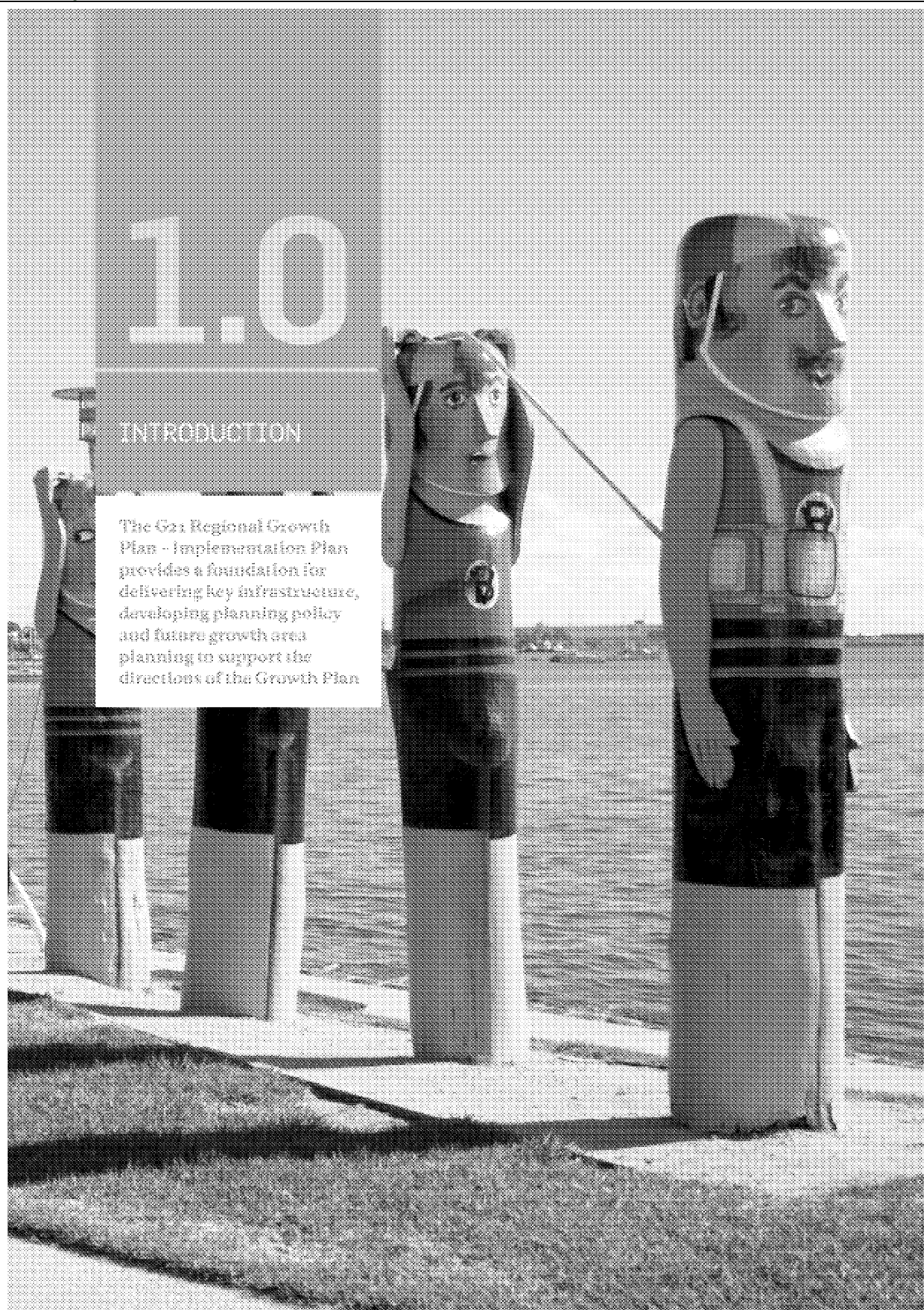
Land zoned Low Density Residential (LDRZ) or Rural Living (RLZ)

Urban Geelong /

Encompasses the adjacent urban areas between the Armstrong Creek Urban Growth Area, the Geelong Ring Road and Corio Bay.

Vision 2 /

Provides strategies for revitalisation for Central Geelong, building on Waterfront Geelong - Vision 1





The G21 Regional Growth Plan - Implementation Plan aims to provide information, direction and a plan for critical infrastructure provision to support the key population growth directions of the G21 Regional Growth Plan.

1.1 IMPLEMENTING THE G21 REGIONAL GROWTH PLAN

The G21 Regional Growth Plan (Growth Plan) provides a framework to manage the growth and land use pressures of a population of over 500,000 residents to 2050. It seeks to do this by ensuring growth is managed in a way which protects, and builds on, the region's strengths, unique character and significant natural and man made assets. Well planned growth will provide greater housing choice, diverse employment opportunities, improved health and wellbeing, and efficient utilisation and provision of infrastructure.

The key directions of the Growth Plan (see Map 1) include:

- directing residential growth to Urban Geelong, including higher density housing at key nodes
- supporting the growth of the District Towns of Bannockburn, Colac, Drysdale/Clifton Springs, Lara, Leopold, Ocean Grove and Torquay/Jan Juc, as well as Armstrong Creek
- growing Colac and Winchelsea to larger sized settlements
- identifying two Further Investigation Areas (FIAs) to the north and west of Geelong to accommodate medium to longer term growth
- strengthening the economy and creating jobs in the above centres; in tourism and agricultural activity nodes; at Geelong Port, Avalon Airport and Geelong Ring Road Employment Precinct (GREP); in identified employment nodes at Deakin University/ Marcus Oldham College Waurin Ponds; and through other G21 Priority Projects.

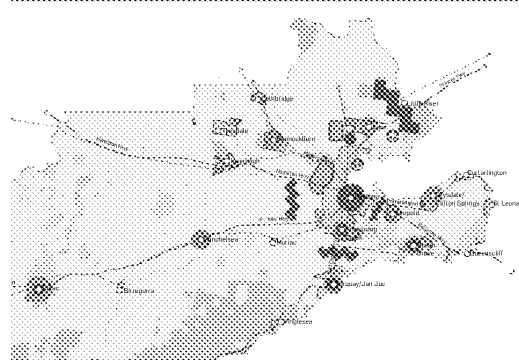
The Growth Plan identifies the need for the provision of critical regional level infrastructure to support the Growth Plan directions, including growth of major employment sectors such as industry and commerce, health and education, agriculture and tourism. This includes (see Map 2):

- transport networks, including road and rail, ports and airports
- utilities, including energy, water and sewerage
- communications infrastructure, including the National Broadband Network.

The Growth Plan also identifies the need for an Implementation Plan to support and progress the key directions around infrastructure planning, land supply and housing choice and Further Investigation Areas.

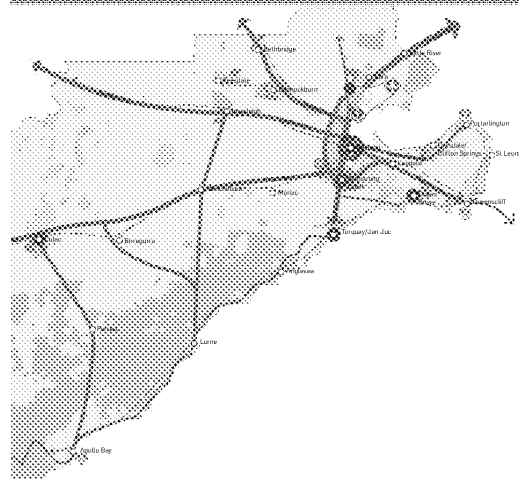
The Implementation Plan is an important planning tool for the G21 region. It provides information and directions and identifies funding priorities for critical infrastructure that can be used by project partners and other service providers and agencies to plan for future growth areas, infrastructure roll out and service provision.

MAP 1 / SETTLEMENT AND EMPLOYMENT GROWTH



Section of G21 Regional Growth Plan Settlement and Employment Growth Directions Map

MAP 2 / KEY INFRASTRUCTURE DIRECTIONS



Section of G21 Regional Growth Plan Key Infrastructure Directions Map

1.2 DEVELOPING THE IMPLEMENTATION PLAN

The Implementation Plan applies to the same area covered by the Growth Plan including the municipalities of City of Greater Geelong, the Borough of Queenscliffe and the Shires of Surf Coast, Colac Otway and Golden Plains (southern portion only).

The Implementation Plan project has been managed by the five G21 councils in partnership with the Victorian state government including the Departments of Transport, Planning and Local Infrastructure, Environment and Primary Industries; and State Development, Business and Innovation; Barwon Water, Vic Roads and regional advocacy group the Committee for Geelong.

The Implementation Plan has been developed following three stages of consultation with key infrastructure providers, service authorities and stakeholders in the Further Investigation Areas and the broader community, refer **Figure 1**.

The Implementation Plan focuses on four elements which support the key settlement and infrastructure directions of the Growth Plan:

- a plan for the sequencing and provision of key regional infrastructure
- providing detailed residential and industrial land supply information for the region, municipalities and key centres
- identifying incentives to deliver key strategic housing outcomes
- providing a detailed analysis of and directions for the identified Further Investigation Areas.

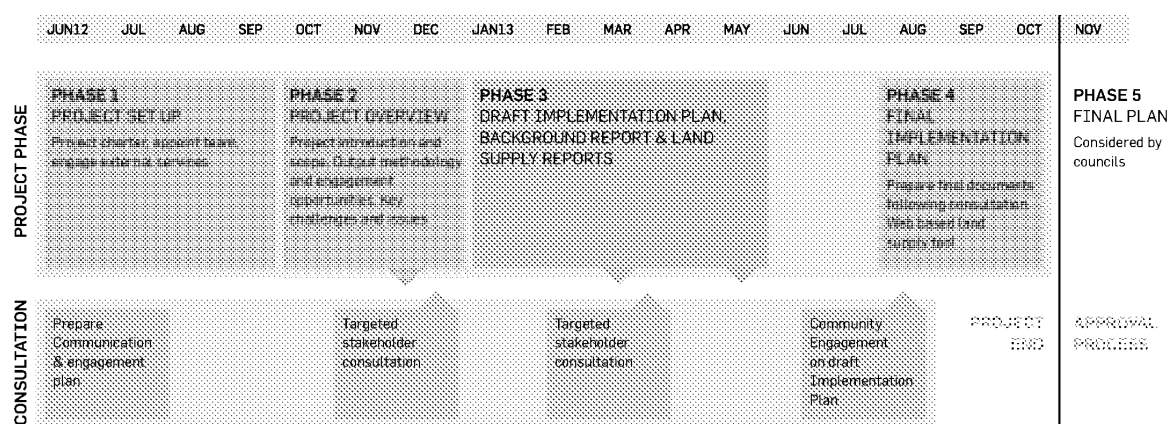
The Implementation Plan has been guided and informed by:

- the Growth Plan's directions and, in particular, its Vision and Principles
- The Geelong Region Plan
- current projects, including G21 Priority Projects
- the need for a plan which can be sufficiently adaptable and responsive to changes in the environment, economy and society over the next 30 to 40 years.
- community feedback and submissions.

As far as possible, the Implementation Plan has endeavoured to account for and integrate with a wide range of current projects and strategies under development including:

- the *Metropolitan Planning Strategy* and the adjoining regions' Regional Growth Plans
- G21 Priority Projects
- G21 Pillar Projects such as the Economic Development Strategy, Regional Transport Plan review, Public Transport Strategy and the Regional Health and Wellbeing Plan
- state government transport projects under construction such as the Princes Highway duplication and the Regional Rail link
- state government transport planning projects and studies including the Geelong - Werribee corridor, Avalon Airport Rail Link, Grovedale Station, Victorian Freight and Logistics Plan, Network Development Plan - Metropolitan Rail
- Victorian Coastal Strategy review and the development of Regional Coastal Action Plans and Regional Catchment Strategies.

FIGURE 1 - PROJECT TIMELINE





1.3 TAKING A LONGER TERM VIEW

The Implementation Plan has a 35 year outlook to 2050. Taking a long term view requires consideration of more sustainable thinking and practices in the context of future challenges and opportunities. These include climate change and variability, increasing energy costs, food security and technology advancement, a changing economy, as well as societal changes around accessing jobs, education, health and other services.

Where possible the Implementation Plan has endeavoured to consider the impact of these changes on the region's planning for the future and provide a basis for reviewing directions to ensure the plan is able to adapt and respond to a changing world.

1.4 STRUCTURE OF THE PLAN

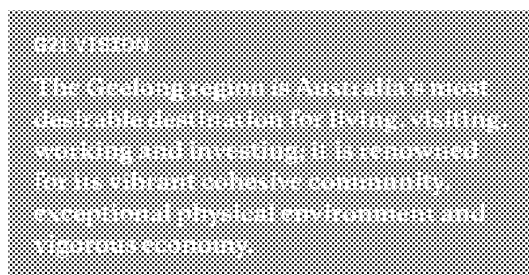
The Implementation Plan (this document) consists of:

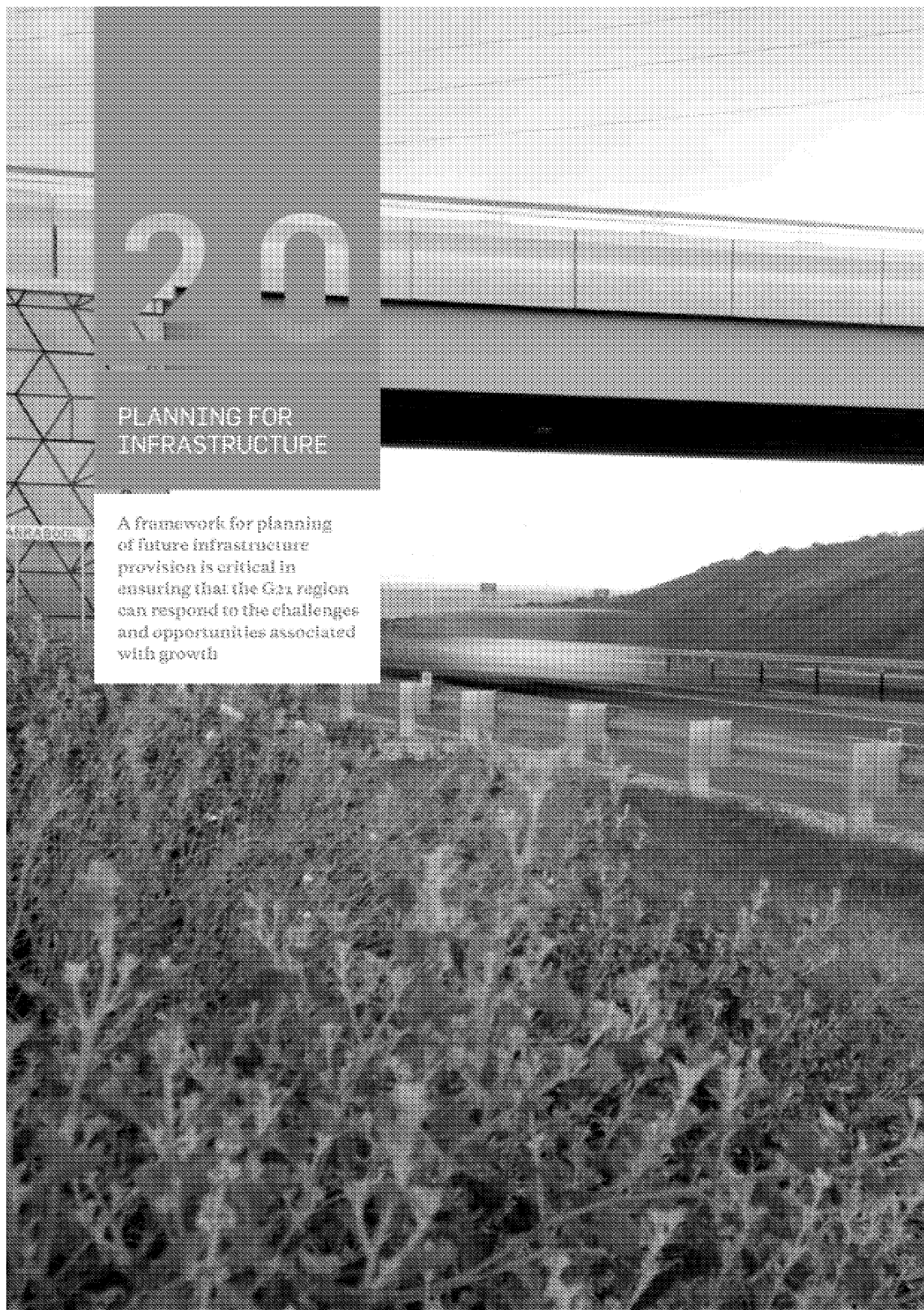
- Section 1 Introduction
- Section 2 Planning for regional infrastructure
- Section 3 Land supply and strategic housing incentives
- Section 4 Planning for longer term growth
- Section 5 Review

While presented as separate sections, the content and directions of Sections 2 - 4 have significant linkages and interactions. Regional infrastructure priorities will depend on the timing and sequencing of new growth areas. The land supply data is a key tool for measuring strategic housing outcomes and understanding trigger points for new infrastructure provision and the appropriate timing of new growth areas.

The Implementation Plan is supported by:

- a *Background Report* which includes more detailed analysis and project methodology elements that underpin the key directions of the Implementation Plan
- *Residential and Industrial Land Supply reports* and informed by:
 - a *Strategic Housing Incentives Action Plan*
 - and a *Residential and Industrial Land Supply Background Paper*.





PLANNING FOR INFRASTRUCTURE

A framework for planning of future infrastructure provision is critical in ensuring that the G21 region can respond to the challenges and opportunities associated with growth



Strategic investment in infrastructure has the capacity to be transformational from economic, social and environmental perspectives. It can support increased investment, productivity and innovation, provide skilling and new employment opportunities, improve community health and wellbeing, and address disadvantage.

2.1 INTRODUCTION

2.1.1 Developing the Infrastructure Plan

The Growth Plan identifies that the effective planning of infrastructure is crucial for managing growth pressures and for driving and supporting future growth consistent with the strategic growth directions. The critical infrastructure needs identified are those that facilitate growth in key job sectors, build on existing competitive advantages, help to move people and goods efficiently and address existing gaps or needs.

The Infrastructure Plan provides a consolidated picture of the infrastructure required to support and drive the region's growth and address infrastructure capacity issues or gaps critical to the region reaching its potential, and broadening its contribution to the growth of Victoria and the nation.

The Infrastructure Plan provides a program for infrastructure investment that will achieve the greatest value for the region in terms of supporting employment growth, a vibrant economy and building on existing infrastructure investments and competitive strengths.

This section of the Implementation Plan focuses on identifying the critical pieces of infrastructure at a regional and subregional level. Local level infrastructure, while important, is not examined in the Implementation Plan unless it is critical to facilitating growth of an identified District Town.

The following sections focus on the respective infrastructure themes:

| | |
|--------------------|--|
| Transport | road, rail, public transport and active transport |
| Utilities | water and sewerage, drainage, gas and electricity, and telecommunications |
| Community | education and training, health, arts and culture, sport and recreation, emergency services and justice, waste management |
| Business | airports, ports and harbours, agriculture, major urban precincts |
| Environment | National, State and Regional Park assets |

The five themes provide a basis for consolidation of like projects; however, many projects fall across themes such as those associated with ports, airports and waste. The identified theme projects should not be looked at in isolation, rather as a totality of projects which have significant cross benefits and interrelationships. For example, having good transport options and telecommunications infrastructure is important for business as well as the way in which health and education services can be provided or accessed, which in turn supports a range of environmental, social and community health outcomes.

Each theme includes:

- a summary of key theme and sub theme **challenges and opportunities**
- **Current investments and strategies** - relating to infrastructure investment and planning
- **Critical projects** - these are generally short term priority projects that analysis shows to be catalytic or game changing; they have the potential to drive investment and activity, provide a broad range of regional benefits and support other important local and regional projects. They are also key to supporting the directions of the Growth Plan. Note: critical projects across themes are not necessarily comparable in terms of regional contribution.
- a **project schedule** identifying theme projects, current status, timeframes and indicative costs
- **Further work priorities** - a number of projects identified in the project schedules have the potential to be transformational but require significant scoping and background work to raise them to implementable status. A limited number of projects have been identified as priorities for further work over the next one to three years for scoping, options development, and possible detailed planning/design and business case development
- **Suggested responses** for action for projects not identified in the project schedule but which may result in the identification of future infrastructure projects and that will inform future Implementation Plan reviews
- **Future projects** - potential future projects which address major infrastructure or strategy gaps that will result in the identification of future infrastructure projects and inform Implementation Plan reviews.

2.1.2 Sequencing and prioritising infrastructure

Infrastructure projects have been identified through an understanding of:

- the infrastructure required to support planned growth areas consistent with the sequencing of growth identified in the Growth Plan and subsequent growth area mapping, at the regional and subregional level. These needs have been identified through discussions with key infrastructure and service providers
- review of key strategies such as the G21 Economic Development Strategy and G21 Priority and Pillar Projects.

The *Background Report* outlines the methodology used for developing the Infrastructure Plan and process for identifying and determining project priorities. It also provides more detailed descriptions of individual projects and a summary of benefits. Projects have been identified through analysis and consultation and include those indicated in the Growth Plan.

The key factors considered in developing project priorities were:

- **Economic impact** in terms of job growth, increased investment, productivity and innovation, and building on competitive strengths
- **Social impact** in terms of building skills, improving health and wellbeing, addressing disadvantage and community building
- **Environmental impact** in terms of contribution to the protection, restoration and enhancement of the environment; and support for sustainable outcomes
- **Infrastructure importance** considers the critical nature of infrastructure and ability to build on existing infrastructure to offer additional capacity and flexibility
- **Regional impact** extent – regional, subregional, district or local. In most instances local projects have not been considered unless they are critical to facilitating the growth of an identified District Town
- **G21 project status** as a Priority or Pillar project
- **Level of support** and funding from government and/or the private sector
- **Level of planning** or project readiness in terms of the extent of planning or business case development.

G21 PRIORITY PROJECTS

Sixteen projects are nominated as priority projects for the G21 Geelong Region Alliance and are actively promoted to stakeholders, including all levels of government.

The 2013 priority projects are:

- Addressing disadvantage
- Apollo Bay Harbour Precinct
- Armstrong Creek Urban Growth Area
- Avalon Airport, including international terminal
- Convention and Exhibition Centre
- Geelong Centre for Emerging Infectious Diseases
- Geelong Future Cities project
- Geelong Ring Road connections to the Bellarine Peninsula
- Geelong Ring Road Employment Precinct
- Great Ocean Road upgrade
- G21 Regional Trails network
- Headquarters for the NDIA
- Portarlington Safe Harbour
- Regional Research and Information Centre
- Transport links to Melbourne
- Yarra Street Pier reconstruction

Details on these projects can be found at www.G21.com.au

GAME CHANGERS

The *G21 Economic Development Strategy* identifies five 'game changers' for further investigation. The game changers build on the region's competitive advantages:

1. Completion of the Ring Road with Surf Coast, Bellarine Peninsula, Bannockburn and Colac connections
2. Geelong City Centre reactivation
3. Coordinated delivery of critical infrastructure to support growth
4. Globally significant innovation and research centre
5. The G21 region is open for business.

The strategy can be found at www.G21.com.au



2.1.3 Subregions

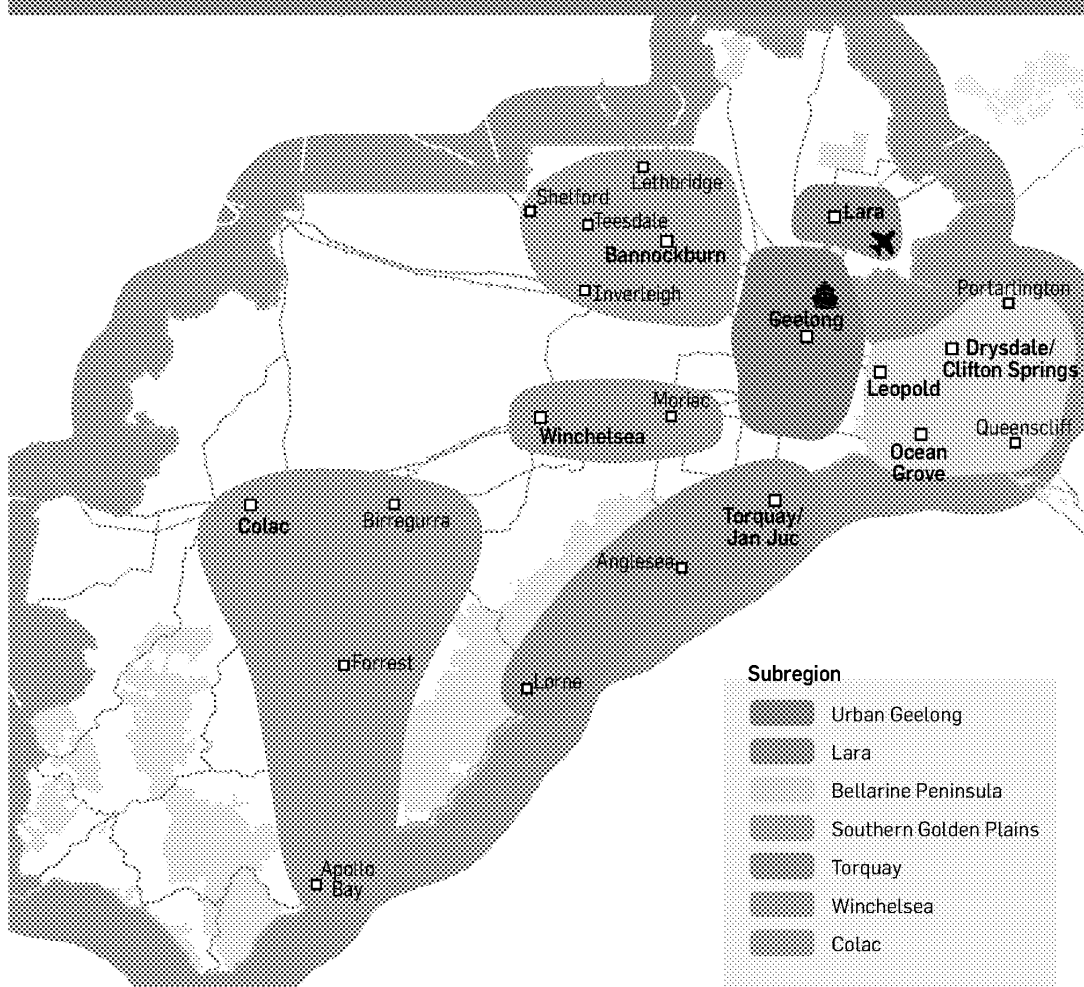
The Infrastructure Plan focuses on projects which can have a transformational impact on the region and support growth outcomes envisioned in the Growth Plan. It does not identify projects which are primarily local in nature unless they are critical to driving growth in the identified District Towns. The Plan does, however, consider projects which, while not having an across-G21 regional effect, are important at a subregional level and will drive and support identified growth.

To capture projects at the subregional level, the region is divided into seven distinct subregions based on groups of closely interconnected towns and areas, as shown on **Map 3**.

The seven subregions identified include:

- Urban Geelong, including Armstrong Creek and the two Further Investigation Areas
- Bellarine Peninsula including the District Towns of Drysdale/Clifton Springs, Leopold and Ocean Grove
- Lara, including Avalon Airport
- Southern Golden Plains including the towns of Bannockburn, Lethbridge, Inverleigh, Teesdale, Shelford and Batesford
- Torquay/Jan Juc, including Anglesea and Lorne
- Winchelsea, including Moriac
- Colac including Birregurra, Forrest and Apollo Bay.

MAP 3 / SUBREGION MAP



OVER 80 PER CENT OF GROWTH ACTIVITY THROUGHOUT URBAN GEELONG IS DISPERSED INFILL

2.1.4 Regional infrastructure overview

This section summarises the growth/settlement patterns within each of the seven designated subregions and their associated infrastructure gaps and needs. The planned growth areas are identified in Appendix A of the Background Report, which sets out the rationale for planning of infrastructure that is dependent on growth area sequencing and efficient rollout.

The reference to 'planned infrastructure' in this section relates to the infrastructure projects identified in the Infrastructure Plan rather than specific government commitments.

Regional

Regionally, growth is directed towards larger settlements: urban areas of Geelong, District Towns and sewerage towns on key transport corridors; and a limited amount to other sewerage and unsewered towns and areas. Growth in urban areas and District Towns is a mix of infill and conventional broadacre residential, with some low density and rural residential on settlement outskirts. Larger settlements are linked by major roads/highways (and sometimes rail), are serviced by networks of reticulated water, sewer and (often) natural gas, and host a variety of community services. While such infrastructure forms foundations for growth, this comes with the need to augment, replace or extend infrastructure. At the regional level, this includes major highway duplication and rail/public transport links, energy generation and transmission, waste disposal facilities and open space corridors. Many coastal settlements experience substantial visitor growth in peak periods, which places strains on existing infrastructure capacity.

Urban Geelong

Over 80 per cent of growth activity throughout Urban Geelong is dispersed infill. The remainder consists of high density residential in Central Geelong and conventional residential in several other discrete locations such as Fyansford and Corio. The Urban Geelong area is reasonably well served by its roads but public transport is infrequent and indirect rendering it inconvenient to commuters. Links between the Geelong Ring Road, the GREP and Geelong Port from Geelong and the south-west do not provide a high level of service and add to congestion and supply chain inefficiencies. There are some gaps in health and education, particularly in Corio/Norlane, as well as a need for more sports and recreation and arts/cultural facilities to serve the growing population of the city.

To counter these deficiencies, improvements to road and rail links to/from Geelong Port and GREP are planned, as are rail service improvements between Geelong and southern Geelong (Grovedale) in conjunction with

the opening of the Regional Rail Link in 2016 and the reorganisation of bus routes to better suit commuters and students. Trade training and expanded health and community facilities are envisaged for Corio/Norlane that complement ongoing investments in education and health in Central and southern Geelong.

There are also important sports, arts/culture and business/tourism precincts intended for Central Geelong. Upgrades to water supply, sewer, electricity and gas are planned in conjunction with this growth. In the Armstrong Creek growth area, physical and community infrastructure has been designed in step with development of the area up to 2040. To account for the additional traffic to Armstrong Creek from urban Geelong, several road upgrades and a reservation for a future rail service are envisaged.

Lara

Residential growth in Lara consists of several infill and broadacre areas of mainly conventional residential development. The largest is the West Lara growth area which accounts for around 50 per cent of total lot supply. The area is reasonably well served by roads, although the Station Lake Road level crossing is a traffic bottleneck which is likely to worsen with the advent of the Regional Rail Link. There are also some community facility provision issues that will be exacerbated with further growth. Included in the Lara subregion is Avalon Airport, which has recently been nominated for international airport status. This could signal much increased international traffic in addition to its growing domestic air traffic.

Planned infrastructure includes the rail crossing grade separation and new community and health facilities. At Avalon Airport, a passenger rail link is planned that will also include reservation capacity for future rail freight to serve the precinct, a potential intermodal freight interchange and future port facilities expansion to Port Wilson. A new terminal building and local road improvements are planned. Upgrades to water supply, sewer, drainage, power and gas are planned in conjunction with growth. South of Lara, road, drainage and water supply works are planned for the growing industrial area of the GREP.

Bellarine Peninsula

The Bellarine Peninsula subregion includes the District Towns of Leopold, Drysdale/Clifton Springs and Ocean Grove, whose planned growth consists of dispersed infill (around one third) and conventional broadacre residential (around two thirds). For the towns of Portarlington, Indented Head, St Leonards, Barwon Heads and Point Lonsdale, growth is mainly dispersed infill with limited broadacre residential development, save a significant broadacre area in St Leonards.



Towns are quite well served by arterial roads to and from Geelong and between centres, although pressures are emerging in and around the District Towns of Drysdale (busy High Street) and Ocean Grove (busy Grubb Road from Bellarine Highway). Bus services are infrequent and indirect rendering them undesirable to commuters. There are severe pressures on the gas network and an emerging need for community facilities in Drysdale/ Clifton Springs and Ocean Grove to serve major growth taking place.

Planned infrastructure includes a duplication of Grubb Road, bus service improvements, gas augmentation works, water supply and sewer upgrades and the provision of community facilities in District Towns, particularly for health and early years. Also planned is the Portarlington Safe Harbour project and Queenscliff ferry terminal facilities upgrade. Geelong Ring Road connections to the Bellarine Peninsula are envisaged with the staged connection of the Ring Road to Barwon Heads Road and ultimately to Portarlington Road.

Southern Golden Plains

The southern portion of the Golden Plains Shire subregion includes the District Town of Bannockburn and the smaller unsewered satellite towns of Lethbridge, Inverleigh, Teesdale, Shelford and Batesford. The majority of planned growth will occur in Bannockburn, around 60 per cent of lots, and is almost all broadhectare large conventional residential situated on the periphery of the township. Growth in the small towns is exclusively low density or rural residential that is characteristic of unsewered towns. Intensive agriculture is planned around Lethbridge and the junction town of Gheringhap is envisaged as a transport and industrial hub.

The satellite towns are well linked to Bannockburn via fairly direct roads and to Geelong via the Hamilton and Midland Highways, the latter which are also major freight routes. Rail lines to Bannockburn, Lethbridge and Inverleigh are freight only and public transport is too infrequent for commuting. Due to rapid growth, Bannockburn is experiencing pressures on its road and drainage infrastructure. Despite its growth the town is not yet gas reticulated.

Planned infrastructure includes highway upgrades, road and drainage upgrades in Bannockburn town centre, and a heavy vehicle route investigations. Public transport improvements envisage the reopening of the Geelong-Ballarat rail link which will make commuting by train from Bannockburn possible; planned community facilities include a K - 12 school and an emergency services facility. Reticulated gas is planned for Bannockburn, as are water supply and sewer upgrades and provision of a potable water trunk line for intensive agriculture near Lethbridge subject to government funding.

Torquay

The Torquay subregion includes the District Town of Torquay/Jan Juc and the sewered towns of Anglesea, Aireys Inlet/Fairhaven and Lorne. Planned growth is almost entirely located in Torquay, consisting mostly of conventional broadhectare residential, over 90 per cent, in the north and north-west growth areas. The town of Torquay is relatively well serviced by roads but with growth there will be more pressure on main roads towards Geelong. Lack of frequent direct bus services to Geelong limits commuting options. Torquay also experiences gas shortages and pressure on community facilities due to its growth. The Great Ocean Road requires improvements to keep pace with visitation and tourism activity.

Planned infrastructure in Torquay includes community facilities (early years, library and sporting), gas supply boost, and electricity, water supply, sewer and recycled water upgrades. Upgrades are required for Anglesea Road towards Geelong and there are long term plans to extend the planned rail link from Armstrong Creek and Geelong to Torquay. Other infrastructure needs in the subregion include a major tourist precinct in Lorne, upgrade of the Deans Marsh-Lorne Road and utilisation of recycled water in the Thompson Valley to service agricultural production.

Winchelsea

The Winchelsea subregion includes the sewered town of Winchelsea and the small unsewered town of Moriac. Planned growth is almost entirely in Winchelsea and is overwhelmingly broadhectare conventional residential with a small amount of infill; Moriac is almost exclusively low density residential. Transport links to Winchelsea and Moriac include the Princes Highway, which is currently being duplicated and good connections to the north. The Warrnambool rail line runs through both towns but only three passenger trains operate per day (stopping at Winchelsea only), which is insufficient for commuting. Winchelsea is not yet gas reticulated, hampering further employment growth.

Planned infrastructure for Winchelsea includes water supply upgrades, gas provision and a community health hub. Railway station infrastructure at Winchelsea and reinstatement of the closed railway station at Moriac are also planned in conjunction with improved services on the Warrnambool rail line.

Growth of Winchelsea to a population of 10,000 residents is a strategic aim of the Growth Plan; in this scenario, additional water supply and sewer upgrades will be required.

GROWTH OF COLAC TO A POPULATION OF 20,000 RESIDENTS IS A STRATEGIC AIM OF THE GROWTH PLAN

Colac

The Colac subregion includes the District Town of Colac and the smaller sewerred towns of Apollo Bay and Birregurra. Around 70 percent of planned growth is in Colac, consisting mainly of low density residential and significant commercial and industrial areas. The remaining growth is in Apollo Bay and Birregurra.

Colac is relatively well served by transport infrastructure although it has only three train services a day from Geelong and experiences significant heavy vehicle traffic through its town centre, which is identified for service and amenity upgrades. The town's urban drainage system is under capacity, resulting in occasional flooding and restricting further growth potential. Regionally, access roads and bridges serving the timber and dairy industries require upgrading, and tourism infrastructure is required in Apollo Bay.

Planned infrastructure in Colac includes projects aimed at regenerating the city centre (CBD & Entrances Project and community facilities (health, early years and emergency services, Beechy Precinct completion), as well as major drainage, gas, and water supply and sewer upgrades. NBN rollout is anticipated within three years. In Apollo Bay, a major harbour precinct redevelopment is envisaged; upgrades are planned for access roads and bridges for industry use and the Colac-Apollo Bay road link. A future highway bypass around Colac is also envisaged to improve CBD functionality and development.

Growth of Colac to a population of 20,000 residents is a strategic aim of the Growth Plan; in this scenario some augmentation of networked infrastructure and drainage may be required.

2.1.5 Explanation of infrastructure schedules and maps

The following sections identify regional and subregional infrastructure projects within the five infrastructure themes using project schedules and maps.

The schedules include:

- a **project reference** - this reference identifies projects on the infrastructure theme maps and in the more detailed project descriptions in the *Background Report*. The reference includes:
 - a letter identifying whether the project is regional (R) or subregional (G -Urban Geelong, L - Lara, P - Bellarine Peninsula, B - southern Golden Plains, T - Torquay, C - Colac, W - Winchelsea)
 - an infrastructure theme number following the region identifier 1 - Transport, 2 - Utilities, 3 - Community facilities, 4 - Business and tourism, 5 - Environment
 - a project number (sequential through each theme)

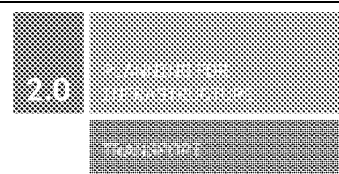
- **project title** - a summarised project description
- **current status** - the current status of the project: Concept - developed idea or preliminary assessment undertaken, Feasibility - business case or feasibility study phase, Planning - detailed design and planning phase, Pre-construct - planning complete or 'shovel-ready' and/or funds committed, Construction - under construction, Planned - in service authorities' planned programming
- **delivery timeframe** - envisaged timing for project development and delivery based on project prioritisation and sequencing of growth
- **indicative cost** - approximate cost, if applicable, based on a detailed cost analysis for well developed projects or estimate for early-stage projects derived from similar projects
- **funding source** - potential source of government or alternative funding: L - local, S - state, F - federal, O - other, including privately funded or paid for by provider through tariffs, D - development contributions levied on developers/new customers
- **further work required** - identified by ✖ indicates potential 'game changer' or transformational projects which require as a short term priority more detailed investigation or business case development. These priorities are also identified in the theme commentary.

2.1.5 Funding

It is acknowledged that in identifying a range of major projects there are significant financial implications. While DCPs, public private partnerships or extended local government borrowings may assist provision for local infrastructure, many of the projects identified cannot proceed without major state and federal government funding because they relate to state or federal infrastructure, or because of the high capital costs involved. In a period of restrained spending it is important to identify a strong link with benefit delivery rather than just need.

While infrastructure projects have been identified and quantum of costs estimated in consultation with government departments where possible, this does not infer a funding commitment from either the state or federal governments.

The Implementation Plan identifies a timing sequence of projects based on when they would logically be required to support growth and because they enable subsequent project development to take place. This provides a basis for seeking critical project funding at a regional level. The Plan accepts that the required funding may not always be forthcoming, which will impact on project timing. G21 will work with government to support the timely funding of key infrastructure projects.



The region's transport network is critical not only to moving people and goods safely and efficiently, but also to supporting its future growth and prosperity.

2.2 TRANSPORT

2.2.1 Key challenges and opportunities

The region has an extensive transport network comprising:

- major roads, including the Princes Freeway, Geelong Ring Road, the Midland, Hamilton, Surf Coast, Bellarine and Princes Highways and the Great Ocean Road
- rail, including passenger rail services to Melbourne, Colac and Warrnambool, as well as standard, broad and dual gauge connections and freight linkages.
- public transport services, via bus/coach and train, in and between urban Geelong and District Towns.

This network provides important linkages with Melbourne, and adjoining regions and states, facilitates the movement of freight and agricultural products, supports the business and tourism sector and enables commuting. It also underpins the Growth Plan's support for strategic housing and jobs growth in Geelong and the District Towns and areas located on these networks. A strong regional transport network also supports the regional tertiary education sector and has community accessibility and health benefits. Transit stations and interchanges, where public transport offers high levels of accessibility, provide ideal opportunities for housing intensification, employment and community facilities.

The economic and social significance of the region's infrastructure is also linked to the role and importance of Geelong Port and Avalon Airport. These cross-theme infrastructure components are considered under the Business and Tourism chapter.

As the region grows, a number of deficiencies and gaps in the transport network are appearing that require upgrades to infrastructure, additional links and the provision or enhancement of public transport services.

At a subregional level, the key transport infrastructure needs include:

- Urban Geelong - road and rail freight links to the GREP and Geelong Port, Bacchus Marsh Road duplication, improvement of passenger rail services from Geelong to Grovedale and upgrade of station facilities, reorganisation of city bus services and provision of bicycle paths; in conjunction with Armstrong Creek build-out: duplication of Barwon Heads Road and Surf Coast Highway and feasibility study for the need for a high-speed southern link



- Lara - grade separation of level crossing at Station Lake Road and future McClelland Avenue bypass and a heavy rail passenger link to Avalon Airport
- Bellarine Peninsula - extension of the Geelong Ring Road to Portarlington Road, Drysdale bypass, Grubb Road duplication at Ocean Grove and improvement of public transport in and between District Towns and Geelong
- Southern Golden Plains - Midland Highway duplication, Hamilton Highway and Bannockburn-Skipton road upgrades, Bannockburn town road upgrades and heavy vehicle route, and reinstatement of passenger rail services
- Torquay - Anglesea Road duplication, bus improvements to Geelong and a future rail link from Armstrong Creek, and Great Ocean Road upgrades
- Winchelsea - Princes Highway duplication to Winchelsea (underway), station infrastructure and reinstatement of Moriac station for passenger rail. A bypass road may be considered in the long term in conjunction with town centre consolidation.
- Colac - Princes Highway duplication to Colac, future bypass and road improvements to the South Australian border, internal access road and bridge upgrades; an increase in rail passenger services to Colac from three to five trains per day in the short term, requiring the addition of passing loop/s, and longer term passenger rail service enhancements.

Schedule 1 identifies the key transport projects required to address these challenges and support growth consistent with the Growth Plan. They are also depicted geographically on Maps 4 and 5.

2.2.2 Road

The region's roads are experiencing an increase in traffic as a result of strong population growth. There are a number of roads across the region that exceed capacity and require either interim treatments/overtaking lanes or full duplication.

Road upgrades such as duplications need to be assessed with respect to predicted traffic volume and road safety considerations. Typical traffic volume triggers for duplication can range from 10,000 to 15,000 vehicles per day depending on the type of road i.e. urban or rural arterial road. *The G21 Regional Road Transport Plan* includes a strategy action plan that identifies projects and measures for an efficient, safe and integrated road transport system, while the refinement of the Victorian Integrated Transport Model to include identified growth areas in the City of Greater Geelong is an important tool for future network planning. Amenity impacts of heavy vehicles passing through regional town centres are prompting the review of alternative freight routes for Geelong, Drysdale, Bannockburn and Colac.

The region's iconic tourist road, the Great Ocean Road requires particular attention. It needs to be managed consistent with its heritage status. Geelong Ring Road capacity upgrades may also need to be considered in the longer term.

Current investments and projects

Major road projects and current studies underway include:

- Princes Highway duplication to Winchelsea/Colac
- Geelong Ring Road connection to Surf Coast Highway
- Route investigation for the long term realignment of the Princes Highway around Colac
- Drysdale Road Network Study.

Critical projects

Projects of highest significance are those which support major growth areas and build on the existing network by adding capacity or providing key commuter and business linkages:

- Freight road linkages from the Geelong Ring Road to Geelong Port and the GREP
- Connecting the Geelong Ring Road to the Bellarine Peninsula
- Upgrades to the Great Ocean Road and main internal connecting routes from the Princes Highway
- Upgrades to key links from Geelong to growth areas in Armstrong Creek and Torquay/Jan Juc
- Princes Highway duplication Winchelsea to Colac
- Duplication of Midland Highway to Bannockburn.

2.2.3 Rail

A key opportunity to reduce traffic pressures on roads is to facilitate commuting and movement of freight by rail. Rail patronage has grown at all of the region's stations from 2005 - 2011 with more than 250,000 patrons per month travelling from Geelong to Melbourne by train. The *Corio Norlane Structure Plan* and discussions with Northern Futures have highlighted the importance of upgrading passenger facilities at local stations as a catalyst for community regeneration and to encourage rail travel. Network upgrades are required to provide increased rail passenger services within Geelong, to Melbourne and to Colac-Warrnambool.

Freight connections to the Port, Avalon Airport and the GREP from key transport corridors are critical to support economic activity and jobs growth in the region. Passenger and freight rail connections to Avalon Airport will support the further development of this precinct and provide longer term port opportunities at Point Wilson. Future links to Werribee and Werribee East employment precincts and fast intercity services between Geelong and Melbourne will enhance regional economic activity and offer access to more employment opportunities.

New passenger rail links are identified to service growth areas in Armstrong Creek, Torquay, Bannockburn and the Bellarine Peninsula. Recognising demand may not justify service levels provided by rail in the short term, improved bus/coach services are likely in the interim.

Current investments and projects

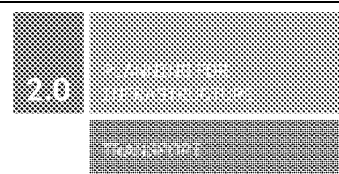
Major rail projects and current studies underway include:

- Regional Rail Link, due for completion in 2016
- Grovedale Station construction, opening in 2014
- Construction of a rail crossing loop at Warncoort on the Warrnambool line for improved freight traffic
- Geelong Grain Loop enhancement project
- Avalon Airport Rail Link investigation
- Feasibility studies to investigate passenger rail to Ballarat (study complete), Drysdale and Torquay.

Critical projects

Projects of highest significance are those which build on and enhance the capacity of the existing system to offer more frequent services, rail freight opportunities and support development of major employment nodes:

- Rail freight connections to Geelong Port and GREP
- Partial duplication Geelong-Grovedale corridor and station upgrades
- Rail connection to Avalon Airport.



2.2.4 Public transport services

Public transport use has increased significantly in recent years since the Regional Fast Rail project and the opening of Marshall station, particularly between Geelong and Melbourne and also to and from Colac and Warrnambool. Long distance and city bus services have on the other hand been steady or in decline due to them being infrequent, indirect and not suited to commuting. Service level improvements and the provision of new transit corridors increases accessibility and transport choice for commuters and other users.

Public transport is planned based on the identification of transit corridors and required service level outcomes. The development of an integrated multi-modal network considers appropriate modes when attempting to match service requirements with travel demand. This typically implies the provision of bus or coach services in the short term and the eventual introduction of rail services in the medium-long term where they don't exist already.

Integrating public transport with land use helps broaden lifestyle choices and reduces car dependence. Locating residences, employment areas and community facilities along transit corridors or near stations and interchanges supports housing diversity/choice and offers improved access between centres of activity. It also builds demand and strengthens the case for service improvements and upgrades to higher capacity, faster modes such as rail.

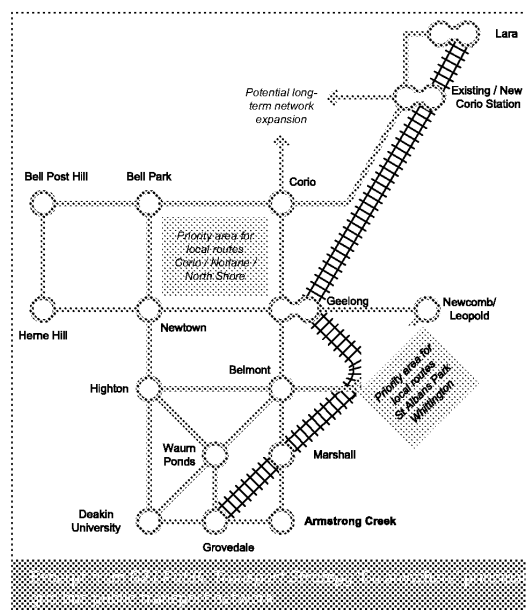
Current projects linked to service improvements

The Regional Rail Link will deliver a significant service level increase for passenger rail between Melbourne and Geelong. Peak frequencies will be around 10 minutes between Melbourne and Geelong and 20-30 minutes between Geelong and Grovedale, and counter peak and off-peak frequencies at around half this. Station upgrades with improved access and additional parking will be required to meet growing patronage. Further infrastructure investments along the Geelong-Grovedale corridor will permit higher service frequencies, a greater number of services running to Grovedale station and the future introduction of services to Torquay and Drysdale.

The *G21 Public Transport Strategy* identifies network and service level improvements aimed at increasing the utilisation of public transport. A four year action plan sets out initiatives under the following objectives:

- establishing a base level of service across the region and providing access for all potential users
- improving connectivity between regional centres
- supporting the development of an 'go-anywhere' urban public transport system in Geelong
- improving information, planning and partnerships.

Aligning with the third objective, the greater Geelong bus network is being reorganised into fewer, more direct trunk lines operating at higher frequencies and aligned with rail services at major stations. The service plan will be in place by 2016, coinciding with the opening of the Regional Rail Link, and its purpose is to cater better for commuters and increase the use of public transport.



Service improvement priorities

The most important service improvements are those that facilitate increased commuting and improve accessibility:

- Increase in rail passenger services between Geelong and Colac-Warrnambool from three to five trains per day in the short term with further increases in the longer term while maintaining freight capacity. This requires the addition of passing loop/s, ideally constructed at Colac station in conjunction with its redevelopment, and additional rolling stock
- Peak services Geelong - Bannockburn for commuting
- Direct/frequent bus routes within Urban Geelong and to Torquay and the Bellarine Peninsula through network reorganisation; this includes opportunities for bus prioritisation and real time information, and the trial of small bus solutions in District Towns.

2.2.5 Active transport

Active transport, including cycling and walking, is a healthy and environmentally friendly alternative to motorised transport. While cycling and pedestrian infrastructures are themselves not major drivers of growth, they offer, along with public transport, greater transport choice and are sustainable alternatives to road based transport. As well as reducing car use, cycling and walking provide a range of health and wellbeing benefits; they also encourage and support increased social engagement and safer environments through increased natural surveillance.

Current investments and projects

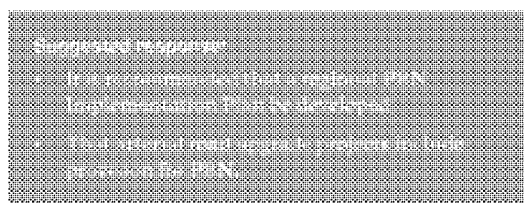
- G21 Regional Trails Strategy and Barwon River Parklands project
- City of Greater Geelong Bicycle Strategy
- Principal Pedestrian Network Demonstration project
- G21 Regional Road Transport Plan.

Developing a Principle Bicycle Network (PBN)

Creating an effective regional bicycle network is considered an important transport planning focus. This involves upgrading existing infrastructure and providing linking or new infrastructure in the form of on and off-road bike paths and lanes to address major safety issues. At a regional level, the idea of a Principal Bicycle Network (PBN) would include the following connections:

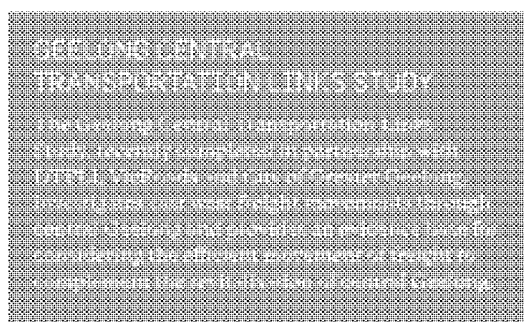
- Northern suburbs - connect Geelong to northern suburbs and Lara
- Western gateway - connecting Geelong to Ring Road, Bannockburn and Inverleigh
- Bellarine Peninsula - connect Geelong to Bellarine Peninsula towns and connect Peninsula communities
- Armstrong Creek - connecting Armstrong Creek to Geelong, Bellarine Peninsula and Torquay via the transit corridor and Barwon River Parklands project
- Surf Coast - connect Winchelsea and Lorne
- Colac Otway - connect Colac to Apollo Bay and Lorne
- Great Ocean Road - connect Geelong to Apollo Bay along the Great Ocean Road
- Deakin - connect Waurn Ponds and Waterfront campuses.

At a local level it will be important for councils in partnership with VicRoads as appropriate to implement commuter bicycle routes between key activity nodes.



Developing Principal Pedestrian Networks (PPN)

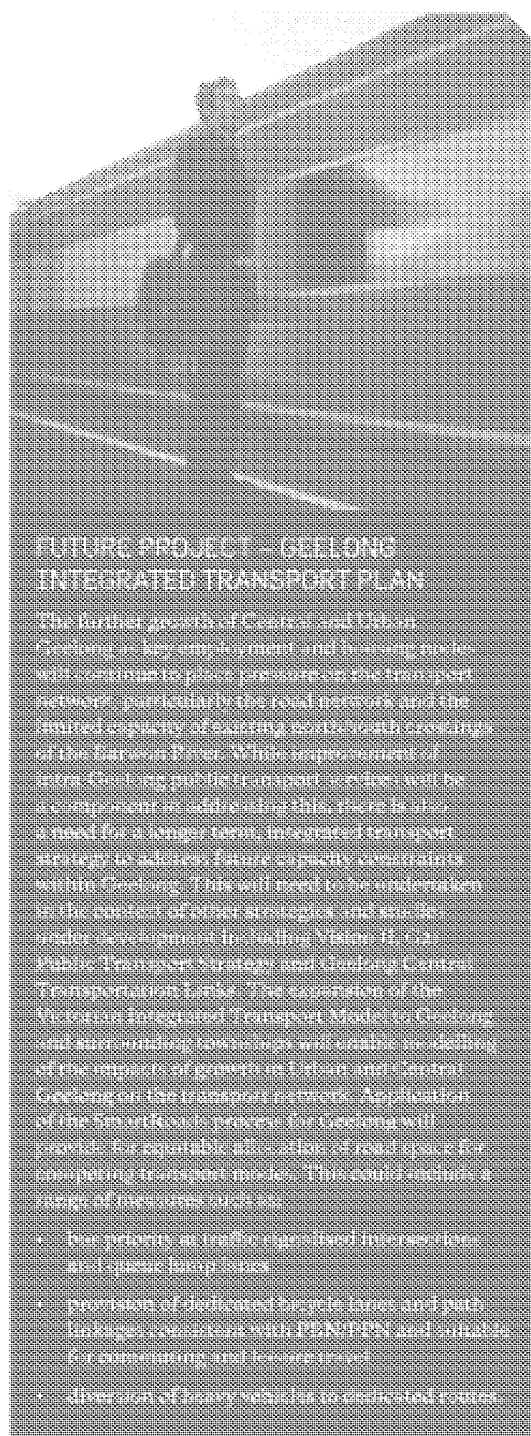
Principal Pedestrian Networks (PPN) aim to strategically plan and improve the pedestrian network around key destinations and activity areas to encourage more people to make more trips walking. The City of Greater Geelong is one of four local government partners in a PPN demonstration project which will see the design and implementation of pedestrian pause points and way finding. The ongoing development and mapping of PPNs will assist councils to provide for pedestrians and improve the pedestrian environment in a strategic way into the future.



2.2.6 Further work priorities

The following transport projects are considered to be priorities for further work:

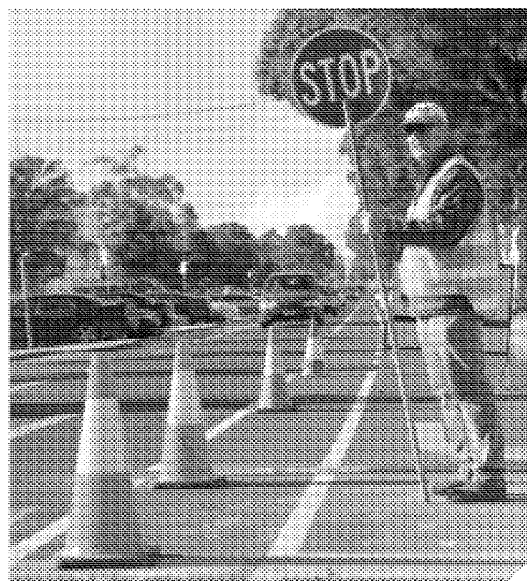
- Rail freight connections to Geelong Port options study
- Major heavy vehicle road link Geelong Port - GREP - Princes Freeway options study
- Geelong stabling yards relocation options study
- Colac - Princes Highway bypass route designation in planning scheme
- Development of a Geelong Integrated Transport Plan
- Development of concept for future high speed rail link between Geelong and Melbourne.

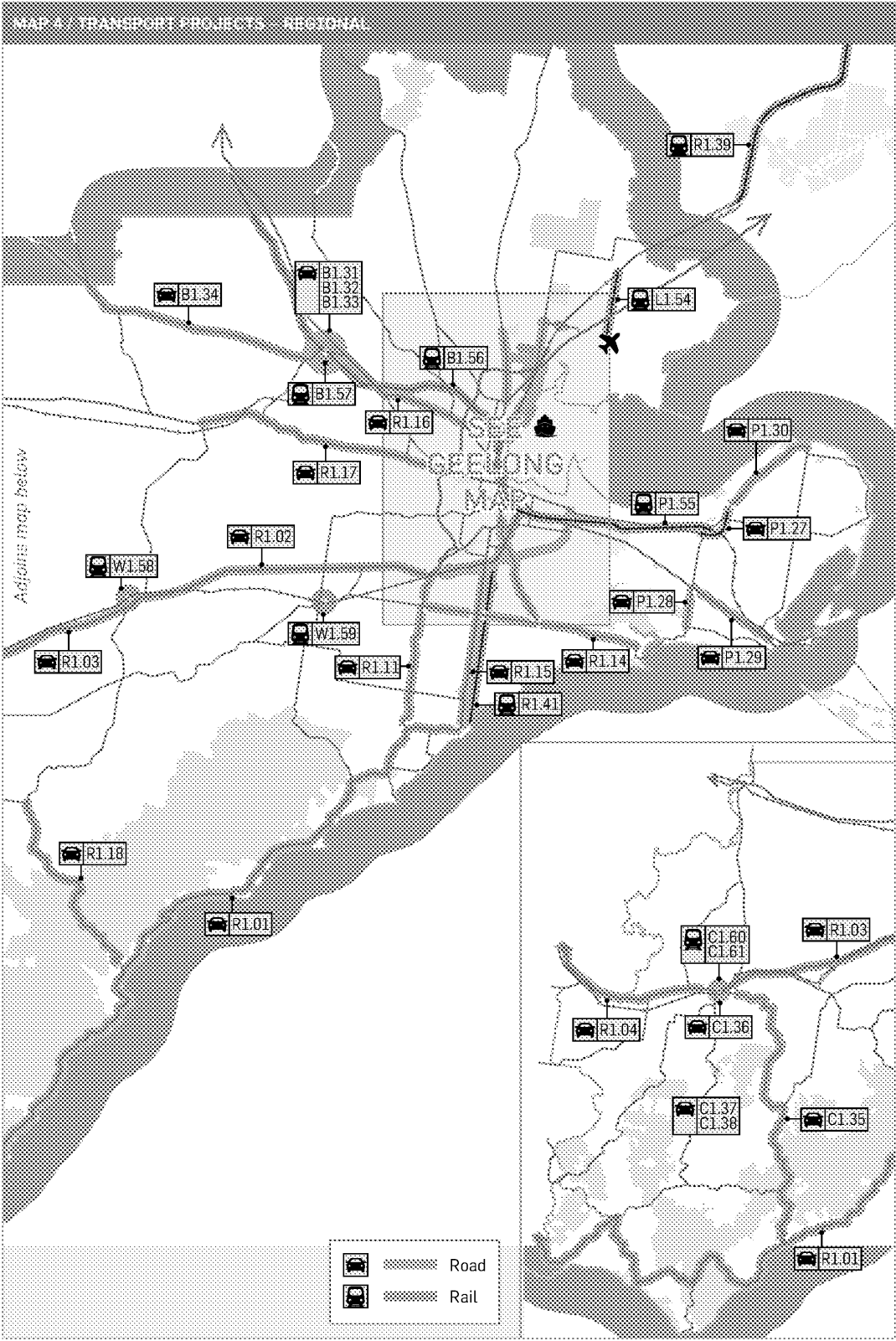


CRITICAL TRANSPORT PROJECTS EXTERNAL TO REGION

While not included in the project schedule, the following transport projects located outside the region are critical to the G21 region's capacity to grow:


- transport links to Melbourne, a G21 Priority Project, including increased passenger rail services between Geelong and Melbourne, Regional Rail Link, reduction of traffic congestion on the West Gate Bridge through upgrades, the construction of East West Link and a second crossing of the Maribyrnong River to connect the Western Ring Road to the Port of Melbourne
- Outer Metropolitan Ring Transport Corridor linking Geelong and Melbourne's north and west and key transport hubs
- road upgrades to strengthen the linkages of the region to Warrnambool and the Great South Coast region
- increased passenger rail services and rail freight capacity from Geelong to Warrnambool and western Victorian regions
- restoration of passenger rail services from the region to Ballarat and ultimately to Bendigo.

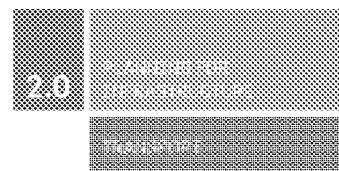








TRANSPORT

| Ref. | Project title | Current Status | Delivery timeframe | | | | | Indicative cost \$M | Funding source |
|--|---|----------------|--------------------|-----------|-----------|-----------|-----------|---------------------|----------------|
| | | | 2014 – 17 | 2017 – 20 | 2020 – 25 | 2025 – 35 | 2035 – 50 | | |
|  | ROAD | | | | | | | | |
| REGIONAL | | | | | | | | | |
| R1.01 | Great Ocean Road upgrades | Planning | | | | | | 50 | S,F |
| | Princes Highway upgrades | | | | | | | | |
| R1.02 | Waurrn Ponds to Winchelsea duplication | Construction | | | | | | 220 | S,F |
| R1.03 | Winchelsea to Colac duplication | Pre-construct | | | | | | 515 | S,F |
| R1.04 | Colac to SA border safety improvements | Planning | | | | | | 50–100 | S |
| | Geelong Ring Road Connection to Bellarine Peninsula | | | | | | | | |
| R1.05 | Anglesea Road to Surf Coast Highway (Section 4C) | Planning | | | | | | 110 | S |
| R1.06 | Surf Coast Highway to Barwon Heads Road | Planning | | | | | | 60 | S |
| R1.07 | Barwon Heads Road to Portarlington Road | Feasibility | | | | | | 200–300 | S |
| | Barwon Heads Road duplication | | | | | | | | |
| R1.08 | Stage 1: Corio-Waurrn Ponds Road to Reserve Road | Concept | | | | | | 70–140 | S |
| R1.09 | Stage 2: Reserve Road to Lower Duneed Road | Concept | | | | | | 70–100 | S |
| | Anglesea Road duplication | | | | | | | | |
| R1.10 | Ring Road to Mount Duneed Road | Planning | | | | | | 17.4 | S |
| R1.11 | Mt Duneed Road to Great Ocean Road treatment | Feasibility | | | | | | 20 | S |
| | Southern link road | | | | | | | | |
| R1.12 | Anglesea Road to Surf Coast Highway | Feasibility | | | | | | 50–60 | S |
| R1.13 | Surf Coast Highway to Barwon Heads Road | Feasibility | | | | | | 50–60 | S |
| R1.14 | Barwon Heads Road to Barwon Heads | Concept | | | | | | 15–20 | S |
| | Other projects | | | | | | | | |
| R1.15 | Surf Coast Highway widening | Concept | | | | | | 50–80 | S |
| R1.16 | Midland Highway duplication to Bannockburn | Feasibility | | | | | | 130–160 | S |
| R1.17 | Hamilton Highway upgrade to Inverleigh | Feasibility | | | | | | 3–4 | S |
| R1.18 | Deans Marsh-Lorne Road upgrade | Feasibility | | | | | | 5–10 | S |
| KEY | | | | | | | | | |
| L Local government S State government F Federal government O Other (private, internal & tariffs) D Development contributions | | | | | | | | | |



| Ref. | Project title | Current Status | Delivery timeframe | | | | | Indicative cost \$M | Funding source |
|---|--|----------------|--------------------|-------------|-------------|-------------|-----------|---------------------|----------------|
| | | | 2014 – 17 | 2017 – 20 | 2020 – 25 | 2025 – 35 | 2035 – 50 | | |
|  | ROAD | | | | | | | | |
| URBAN GEELONG | | | | | | | | | |
| | Geelong Port-GREP-Ring freight connections | | | | | | | | |
| G1.19 | Bacchus Marsh Road duplication – South | Planning | <div></div> | | | | | 18 | S |
| G1.20 | Bacchus Marsh Road duplication – North | Concept | | <div></div> | | | | 30–40 | S |
| G1.21 | Rebuilding of Heales Road for heavy freight | Planning | <div></div> | | | | | 10 | L,S,F |
| G1.22 | Port access and truck route improvements | Concept | <div></div> | | | | | 50 | S |
| G1.23 | Geelong Port – GREP – Princes Freeway heavy vehicle link | Concept | | <div></div> | <div></div> | | | 80–150 | S,F |
| LARA | | | | | | | | | |
| L1.24 | McClelland Ave bypass and rail overpass | Feasibility | <div></div> | | | | | 50 | S |
| L1.25 | 6-way intersection Forest Road-Station Lake Road | Feasibility | | <div></div> | | | | 3–5 | S |
| L1.26 | Forest Road South duplication | Concept | | | <div></div> | | | 30–50 | S |
| BELLARINE PENINSULA | | | | | | | | | |
| P1.27 | Drysdale bypass | Feasibility | | <div></div> | | | | 100 | S |
| P1.28 | Grubb Road duplication Ocean Grove | Feasibility | | | <div></div> | | | 30 | S |
| P1.29 | Bellarine Hwy duplication Grubb Rd – Queenscliff | Concept | | | | <div></div> | | 60–80 | S |
| P1.30 | Portarlinton Road upgrades Drysdale – Portarlinton | Concept | | | | <div></div> | | 10–15 | S |
| SOUTHERN GOLDEN PLAINS | | | | | | | | | |
| B1.31 | Bannockburn town centre road upgrades | Concept | <div></div> | | | | | 5 | L,S |
| B1.32 | Miltons Road bridge over Bruce's Creek | Concept | | <div></div> | | | | 4–6 | L,D |
| B1.33 | Bannockburn heavy vehicle route | Feasibility | | | | <div></div> | | 15–20 | S |
| B1.34 | Bannockburn-Skipton (C143) road upgrade | Concept | | <div></div> | | | | 1–2 | S |
| COLAC | | | | | | | | | |
| C1.35 | Colac-Apollo Bay road link improvements | Planning | | <div></div> | | | | 30 | S |
| C1.36 | Colac bypass | Concept | | | | <div></div> | | 240 | S,F |
| C1.37 | Access roads for timber and other industries | Pre-construct | <div></div> | | | | | 3 | S |
| C1.38 | Interior road and bridge upgrades | Pre-construct | <div></div> | | | | | 13.5 | L,S |

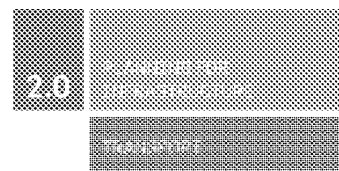
* Further work required

| Ref. | Project title | Current Status | Delivery timeframe | | | | | Indicative cost \$M | Funding source |
|---|---|----------------|------------------------|------------------------|---|------------------------|-----------|---------------------|----------------|
| | | | 2014 – 17 | 2017 – 20 | 2020 – 25 | 2025 – 35 | 2035 – 50 | | |
|  | RAIL | | | | | | | | |
| REGIONAL | | | | | | | | | |
| R1.39 | Regional Rail Link | Construction | <div><div></div></div> | | | | | 5.3B | S,F |
| | Torquay-Geelong Transit Link | | | | | | | | |
| R1.40 | Torquay rail link: Stage 1 to Armstrong Creek | Concept | | | <div><div></div></div> | | | 70 | S |
| R1.41 | Torquay rail link: Stage 2 to Torquay | Concept | | | | <div><div></div></div> | | 310 | S |
| URBAN GEELONG | | | | | | | | | |
| G1.42 | Geelong Railway Station redevelopment | Planning | <div><div></div></div> | | | | | 8–10 | S |
| G1.43 | North Shore station redevelopment | Planning | <div><div></div></div> | | | | | 3.5 | S,F |
| G1.44 | Corio station relocation and redevelopment | Concept | | <div><div></div></div> | | | | 50 | S |
| G1.45 | Passenger train stabling yards relocation | Concept | | <div><div></div></div> |  | | | 200 | S |
| G1.46 | Partial duplication Grovedale to Geelong | Concept | | <div><div></div></div> | | | | 200–300 | S |
| | Grovedale Station | | | | | | | | |
| G1.47 | Stage 1: Station construction | Construction | <div><div></div></div> | | | | | 25 | S |
| G1.48 | Stage 2: South side development | Concept | | <div><div></div></div> | | | | 75 | S,O |
| | Marshall Station development | | | | | | | | |
| G1.49 | Stage 1: Additional parking and access | Concept | <div><div></div></div> | | | | | 3–5 | S |
| G1.50 | Stage 2: Area revitalisation and parking | Concept | | <div><div></div></div> | | | | 15–20 | S,O |
| | Rail freight connections | | | | | | | | |
| G1.51 | Rail freight connection to GREP | Planning | <div><div></div></div> | | | | | 15–20 | S,F,O |
| G1.52 | Rail freight connection to Lascelles wharf | Feasibility | | <div><div></div></div> | | | | 11 | S,F,O |
| G1.53 | Rail siding and loop extensions Geelong Port | Concept | | <div><div></div></div> |  | | | 4 | S,F,O |
| LARA | | | | | | | | | |
| L1.54 | Rail link to Avalon Airport | Feasibility | | <div><div></div></div> | | | | 400–1B | S,F |

* Further work required

KEY

L: Local government S: State government F: Federal government O: Other (private, internal & tariffs) D: Development contributions



| Ref. | Project title | Current Status | Delivery timeframe | | | | | Indicative cost \$M | Funding source |
|---|--|----------------|--------------------|-----------|-----------|-----------|-----------|---------------------|----------------|
| | | | 2014 – 17 | 2017 – 20 | 2020 – 25 | 2025 – 35 | 2035 – 50 | | |
|  | RAIL | | | | | | | | |
| BELLARINE PENINSULA | | | | | | | | | |
| P1.55 | Geelong – Drysdale rail line reinstatement | Concept | | | | | | 400–500 | S |
| SOUTHERN GOLDEN PLAINS | | | | | | | | | |
| B1.56 | Geelong-Ballarat passenger rail link | Feasibility | | | | | | 300–400 | S |
| B1.57 | Bannockburn railway station infrastructure | Concept | | | | | | 5 | S |
| WINCHELSEA | | | | | | | | | |
| W1.58 | Winchelsea railway station infrastructure | Concept | | | | | | 5 | S |
| W1.59 | Moriac railway station reinstatement | Concept | | | | | | 5–10 | S |
| COLAC | | | | | | | | | |
| C1.60 | Colac railway station redevelopment | Concept | | | | | | 5–7 | L,S |
| C1.61 | Colac rail-intermodal freight hub | Concept | | | | | | 20 | S |
|  | PUBLIC TRANSPORT SERVICES | | | | | | | | |
| REGIONAL | | | | | | | | | |
| R1.62 | Geelong-Torquay premium bus service | Feasibility | | | | | | | S |
| R1.63 | Services increase to Ballarat and Apollo Bay | Feasibility | | | | | | | S |
| R1.64 | Warrnambool rail line services increase | Feasibility | | | | | | | S |
| URBAN GEELONG | | | | | | | | | |
| G1.65 | Reorganisation of bus network | Planning | | | | | | | S |
| G1.66 | Smartbus routes Geelong | Concept | | | | | | 4 P.A. | S |
| BELLARINE PENINSULA | | | | | | | | | |
| P1.67 | Improvements to main trunk bus services | Concept | | | | | | | S |
| P1.68 | Local buses servicing district towns | Concept | | | | | | | S |
|  | ACTIVE TRANSPORT | | | | | | | | |
| REGIONAL | | | | | | | | | |
| R1.69 | Principal cycling connections | Concept | | | | | | | S,F |
| R1.70 | Principal pedestrian connections | Planning | | | | | | | L,S,F |

SIGNIFICANT INVESTMENTS IN WATER AND RECYCLED WATER INFRASTRUCTURE HAVE RECENTLY BEEN COMPLETED

The timely, cost effective and efficient rollout of utility infrastructure underpins the region's capacity to support growth

2.3 UTILITIES

2.3.1 Key challenges and opportunities

The provision of utility infrastructure, or networked services including water, sewerage, drainage, gas, electricity and telecommunications, is critical for facilitating the development of new land for housing and industry and for supporting growth within existing urban areas and ensuring that District Towns are able to develop to their potential capacity and generate employment opportunities.

In some instances, existing infrastructure is aging or unable to meet current or future demands and requires upgrading or replacement. Most of the agencies responsible for providing these essential services are planning for new rollout or system upgrades consistent with the growth directions of the Growth Plan.

In new areas, the cost of incremental distribution infrastructure is paid for via development contributions, although there can be significant upfront costs for providers that are recovered through customer tariffs. This creates a need to ensure that new development leverages off existing networks or is provided efficiently through orderly sequencing so as to minimise land development costs or cost of living impacts through higher service prices.

In the medium to longer term, the effects of climate change will provide significant infrastructure challenges in terms of infrastructure loss, deterioration or capacity, and accommodating new technologies and energy sources.

At a subregional level, the utility infrastructure needs include, in addition to water supply and sewer upgrades in District Towns and urban areas:

- Urban Geelong - main outfall sewer duplication, major drainage works, augmentation of gas transmission pipeline to southern Geelong and Armstrong Creek reticulated gas rollout, a zone substation in Marshall and a terminal station in east Geelong. Further major infrastructure investment will be required to support the development of an FIA
- Lara - upgrade of gas distribution pipeline, and new zone substations at Lara and Avalon Airport
- Bellarine Peninsula - gas pipeline augmentation and upgrades to north and south Bellarine, and a new zone substation in Ocean Grove

- Southern Golden Plains - gas provision and a new zone substation at Bannockburn; water supply upgrades in Lethbridge and Inverleigh and a potable water trunk line for intensive agriculture near Lethbridge; water and gas provision for Gheringhap employment node
- Torquay - gas transmission pipe extension from southern Geelong to Torquay/Jan Juc, and new zone substations in Torquay and Lorne
- Winchelsea - gas provision via connection to South-West pipeline south of Winchelsea, and additional water supply and sewer upgrades in higher growth scenario
- Colac - water supply augmentation and water reclamation plant upgrade, drainage infrastructure, and gas supply to new growth areas in Colac; water supply and sewer upgrades in Apollo Bay.

Schedule 2 identifies the key utility infrastructure projects required to address these challenges and support growth consistent with the Growth Plan. They are also depicted geographically on **Map 6** and **7**.

2.3.2 Water supply

Significant investments in water and recycled water infrastructure have recently been completed or are planned to augment the region's water supply to meet the needs of a region of 500,000 people. Recently completed water infrastructure investments include:

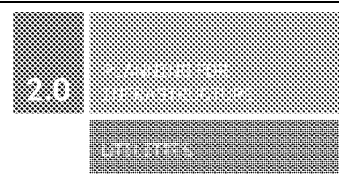
- Melbourne to Geelong Pipeline
- Anglesea borefield
- Northern water plant supply of recycled water to the Geelong refinery
- Black Rock Water recycled water plant and associated dual pipe infrastructure to Armstrong Creek and north Torquay.

The existing Colac water supply is reaching capacity and investment in additional capacity will be required to cater for forecast growth. Similarly, upgrade of the Apollo Bay water supply is required to cater for forecast growth.

Planned investments

Water supply investments are planned to upgrade Colac's water supply to cater for forecast planned growth and also to upgrade supply to Apollo Bay

In addition, there are numerous local water supply upgrades and network extensions that are planned to be implemented in stages to progressively meet the water supply needs of ongoing development in the planned growth areas.



In the medium to longer term significant investment in upgrading water supply to support development of an FIA growth area including trunk sewer transfer mains and water storage tanks/basins. A timely decision on identification of a preferred FIA well ahead of potential development is required to enable forward infrastructure provision planning.

Critical projects

- Colac water supply upgrade
- Construction of a potable water trunk line to supply water for intensive agriculture near Lethbridge to facilitate economic activity and employment subject to government funding being secured.

2.3.3 Sewerage

Barwon Water has an extensive system of sewer pumping stations and reclamation plants managing waste from industry and domestic sources. Upgrades of the sewerage system capacity have been progressively implemented to meet the needs of development in planned growth areas across the region. The provision of sewer pump station odour control measures at the West Fyans Street Precinct in Geelong is identified as a factor required to facilitate development of this precinct (refer Section 3).

Planned investments

The following key sewerage investments are planned for the forecast growth in planned growth areas:

- Main outfall sewer duplication between south Geelong and the Black Rock water reclamation plant
- Colac water reclamation plant upgrade.

In the medium to longer term significant investment in upgrading sewerage infrastructure to a preferred FIA growth area will be required as adjacent infrastructure has limited capacity beyond that required for planned growth areas.

Critical projects

- Main outfall sewer duplication to Geelong
- Colac water reclamation plant upgrade.



2.3.4 Stormwater drainage and flooding

While technically not a utility, the provision of major drainage system upgrades and flood mitigation works in a number of urban areas is critical for providing the capacity needed to support the timely development of a number of identified growth areas. Climate change and variability will result in more frequent and significant storm and flooding events, which will present future system design challenges.

Current investments and projects

Ongoing works are being undertaken by G21 municipalities to enable the development of new growth areas and reduce the flood susceptibility of developed areas, particularly urban areas of Geelong and the Bellarine Peninsula. These projects link to other broader flood management plans and activities of the CCMA and Barwon Integrated Water Cycle Management Network.

Planned investments

Ongoing works to manage flooding or stormwater constraints to urban or commercial node development are planned for all District Towns and major urban areas to facilitate their timely development consistent with the Growth Plan.

Critical projects

High priority projects include:

- GREP northern catchment infrastructure to facilitate industrial/commercial growth
- Major drainage works in Colac and in key growth areas in Geelong and the Bellarine Peninsula.

2.3.5 Electricity

It will be necessary to augment and extend the existing power supply network to support further housing and industry growth. This includes new and upgraded zone substations. Electricity service providers have an ongoing 10 year plan to upgrade the existing network to expected load growth and support existing identified growth areas.

Current investments and projects

These include ongoing network upgrades and rollout of infrastructure to new communities.

Planned investments

Key projects providing additional system capacity to major urban areas and employment nodes include:

- East Geelong Terminal Station
- New Zone substations at Charlemont (Armstrong Creek), Lara, Avalon Airport, Ocean Grove, Bannockburn, Torquay and Lorne.

THE G21 REGION IS WELL PLACED IN THE NBN ROLLOUT STRATEGY WITH CONSTRUCTION COMMENCED IN SOME CENTRES OR PLANNED OVER THE NEXT THREE YEARS

Alternative energy opportunities

With potential onshore and offshore alternative energy opportunities in the region associated with wind, solar and geothermal resources, there will be a need to improve the capacity of the grid to permit energy to be distributed from source to homes and industry. Network upgrades should also consider linkages to the Great South Coast region given that region's alternative energy aspirations.

2.3.6 Gas

The gas network is generally keeping pace with growth and industrial activity. However, there are some current system capacity and access issues including:

- Winchelsea and Bannockburn do not have reticulated gas; gas to these towns will support housing growth and industrial opportunities
- Existing urban connection capacity challenges to Central Geelong, Torquay and Black Rock.

Current investments and projects

- *Energy for Regions Program* – delivery of gas identified for Winchelsea and Bannockburn
- Compressor station in Birregurra/Winchelsea area to increase capacity of high pressure transmission line (South-West pipeline)
- Transmission pipeline extension from southern Geelong to Torquay/Jan Juc.

Planned investments

Key gas projects to provide gas to District Towns and growth areas to support residential, industrial and employment development include:

- Capacity enhancement of South-West transmission pipeline via compressor station at Stonehaven and pipeline looping and extensions between Port Campbell to Rockbank (extended to Wollert)
- Augmentation of transmission pipeline to southern Geelong and south extension
- Upgrade of trunk distribution pipelines in Lara, Point Henry to Leopold-Drysdale, the northern Bellarine Peninsula, Ocean Grove and Point Lonsdale
- Gas provision to Bannockburn and Winchelsea via City Gate connection to the South-West pipeline, and reticulation to growth areas of Colac and Armstrong Creek.

Longer term, connection to smaller towns could be considered where larger commercial project opportunities make it feasible to do so.

2.3.7 Telecommunications

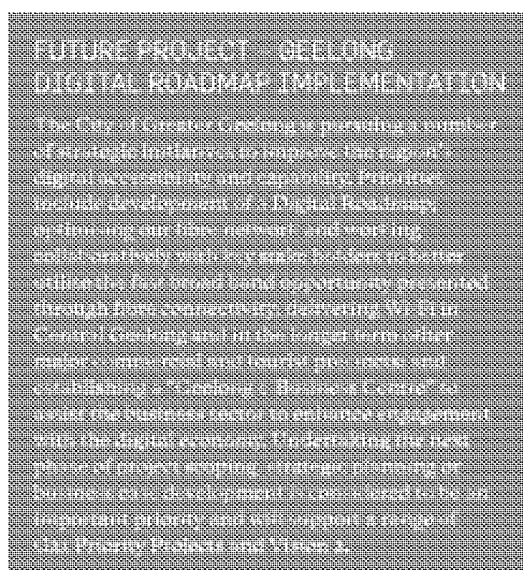
Improving telecommunications technology and infrastructure across the region is fundamentally important for doing business, connecting isolated communities and improving skills and access to education, health services and emergency services. The timely rollout of the NBN across the region is a key part of improving communications.

Current investments and projects

The G21 region is well placed in the NBN rollout strategy with construction commenced in some centres or planned over the next three years. Planned 3 year rollout includes parts of Urban Geelong and the majority of the region's District Towns. In most instances this includes fibre to the home for major centres (more than 1000 households) and fixed wireless or satellite service options for smaller centres.

A clear timeframe for NBN rollout to Colac and some parts of the region has not yet been identified. Fibre to Colac in particular is considered to be a high priority within a three year timeframe, given its importance in providing improved access to health and education services, improved library services and support for business innovation, productivity and jobs growth. Desirably the whole G21 region should be NBN connected in this timeframe.

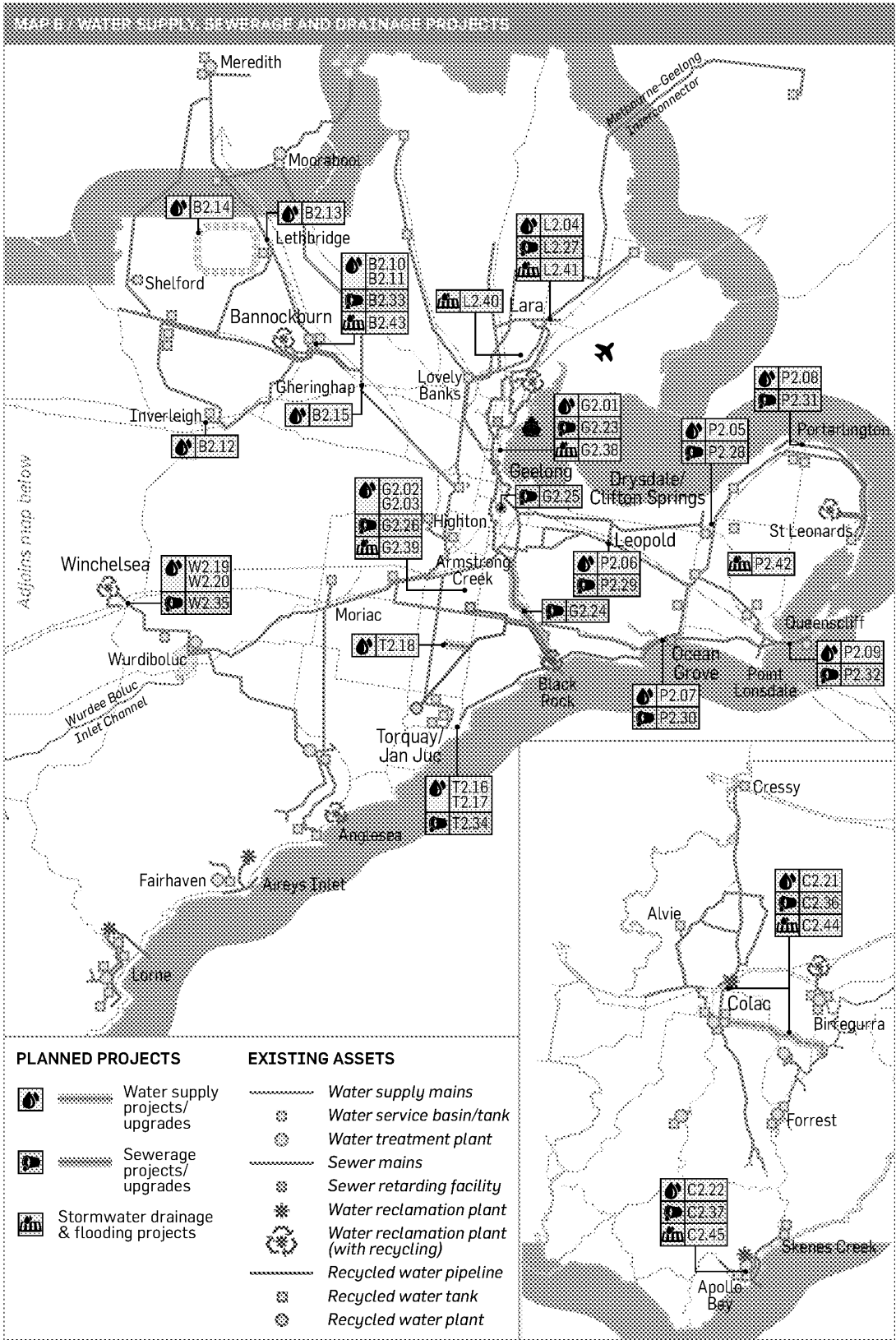
In some areas Telstra's exchanges may need to be upgraded to support timely NBN rollout. Mobile phone black spots in regional and rural areas restrict communications and require attention for emergency and general communications purposes.

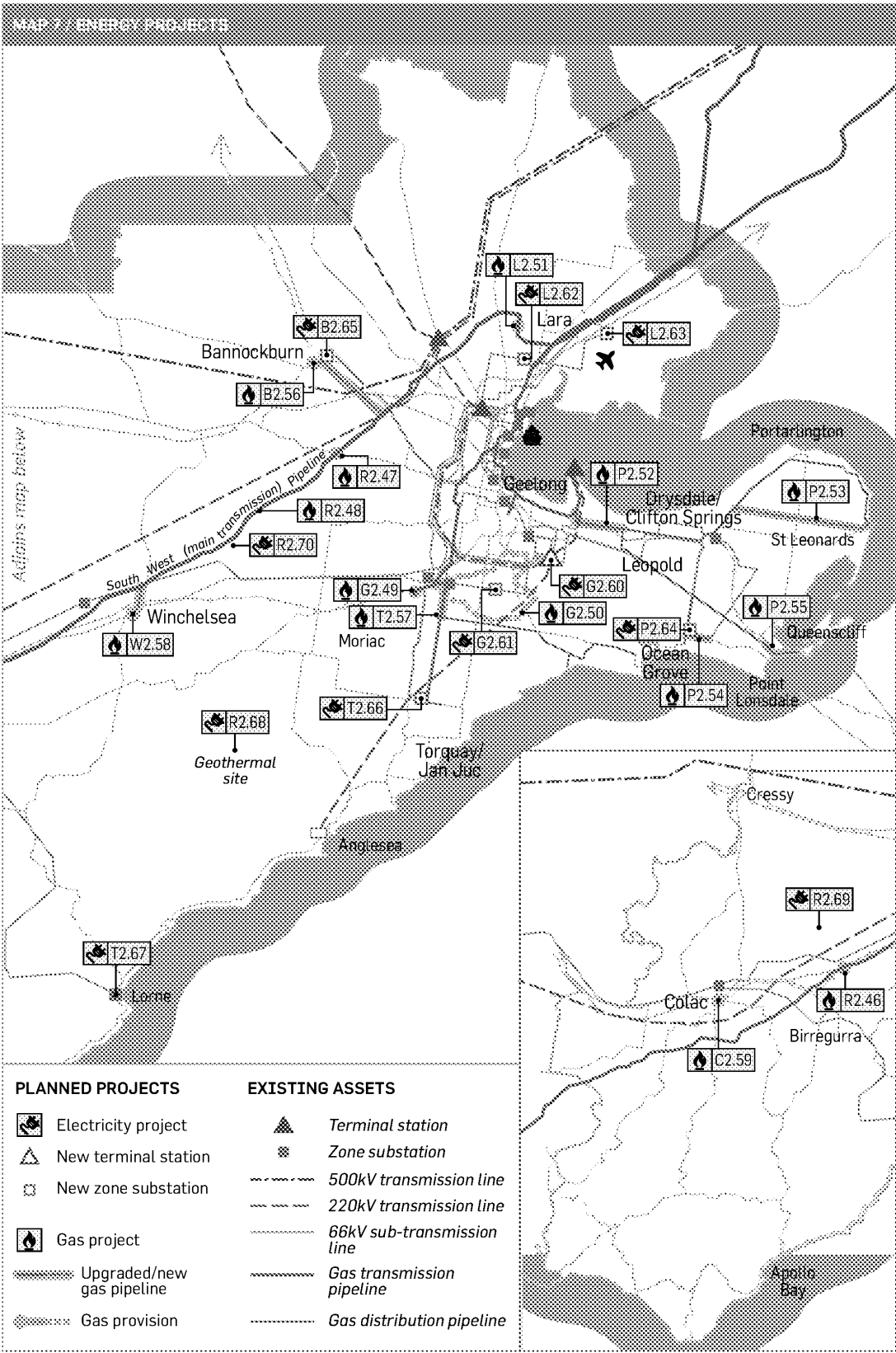


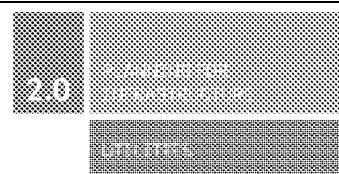
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2.0 WATER SUPPLY, SEWERAGE AND DRAINAGE PROJECTS


2.0.1 WATER SUPPLY








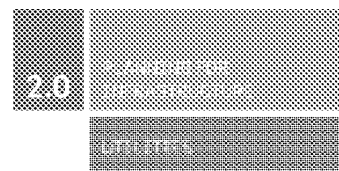
UTILITIES

| Ref. | Project title | Current Status | Delivery timeframe | | | | | Indicative cost \$M | Funding source |
|---|--|----------------|--------------------|-----------|-----------|-----------|-----------|---------------------|----------------|
| | | | 2014 – 17 | 2017 – 20 | 2020 – 25 | 2025 – 35 | 2035 – 50 | | |
|  | WATER SUPPLY | | | | | | | | |
| URBAN GEELONG | | | | | | | | | |
| G2.01 | Geelong water supply upgrades | Planned | | | | | | 93 | O,D |
| G2.02 | Armstrong Creek water supply system | Planned | | | | | | 31 | O,D |
| G2.03 | Armstrong Creek recycled water system | Planned | | | | | | 47 | O,D |
| LARA | | | | | | | | | |
| L2.04 | Lara water supply upgrades | Planned | | | | | | 13 | O,D |
| BELLARINE PENINSULA | | | | | | | | | |
| P2.05 | Clifton Springs water supply upgrades | Planned | | | | | | 7.2 | O,D |
| P2.06 | Leopold water supply upgrades | Planned | | | | | | 3.9 | O,D |
| P2.07 | Ocean Grove water supply upgrades | Planned | | | | | | 26 | O,D |
| P2.08 | Portarlington water supply upgrades | Planned | | | | | | 3.3 | O,D |
| P2.09 | Point Lonsdale-Queenscliff water supply upgrades | Planned | | | | | | 7.5 | O,D |
| SOUTHERN GOLDEN PLAINS | | | | | | | | | |
| B2.10 | Bannockburn water supply upgrades | Planned | | | | | | 19 | O,D |
| B2.11 | Bannockburn recycled water augmentation | Feasibility | | | | | | 15–20 | O,D |
| B2.12 | Inverleigh water supply upgrades | Planned | | | | | | 12 | O,D |
| B2.13 | Lethbridge water supply upgrades | Planned | | | | | | 18 | O,D |
| B2.14 | Potable water trunk line for intensive agriculture near Lethbridge | Planning | | | | | | 11.8 | S,F,O |
| B2.15 | Gheringhap infrastructure servicing | Concept | | | | | | 2–3 | O,D |
| TORQUAY | | | | | | | | | |
| T2.16 | Torquay water supply upgrades | Planned | | | | | | 61 | O,D |
| T2.17 | Torquay recycled water upgrades | Planned | | | | | | 20 | F,O |
| T2.18 | Thompson Valley water supply | Concept | | | | | | 5 | L,O |

KEY



L Local government S State government F Federal government O Other (private, internal & tariffs) D Development contributions

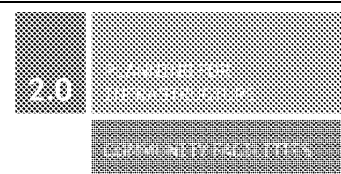
| Ref. | Project title | Current Status | Delivery timeframe | | | | | Indicative cost \$M | Funding source |
|---|--|----------------|--------------------|-----------|-----------|-----------|-----------|---------------------|----------------|
| | | | 2014 – 17 | 2017 – 20 | 2020 – 25 | 2025 – 35 | 2035 – 50 | | |
|  | WATER SUPPLY | | | | | | | | |
| WINCHELSEA | | | | | | | | | |
| W2.19 | Winchelsea water supply upgrades | Planned | | | | | | 4.3 | 0.D |
| W2.20 | Winchelsea water supply upgrades for additional growth | Concept | | | | | | 20 | 0.D |
| COLAC | | | | | | | | | |
| C2.21 | Colac water supply upgrades | Planned | | | | | | 40 | 0.D |
| C2.22 | Apollo Bay water supply upgrades | Planned | | | | | | 26 | 0.D |
|  | SEWERAGE | | | | | | | | |
| URBAN GEELONG | | | | | | | | | |
| G2.23 | Geelong sewerage upgrades | Planned | | | | | | 88 | 0.D |
| G2.24 | Main Outfall Sewer duplication | Planned | | | | | | 82 | 0.D |
| G2.25 | West Fyans sewer odour control works | Planning | | | | | | 5.5 | L.O |
| G2.26 | Armstrong Creek sewerage system | Planned | | | | | | 36 | 0.D |
| LARA | | | | | | | | | |
| L2.27 | Lara sewerage upgrades | Planned | | | | | | 24 | 0.D |
| BELLARINE PENINSULA | | | | | | | | | |
| P2.28 | Clifton Springs sewerage upgrades | Planned | | | | | | 34 | 0.D |
| P2.29 | Leopold sewer upgrades | Planned | | | | | | 21 | 0.D |
| P2.30 | Ocean Grove sewer upgrades | Planned | | | | | | 30 | 0.D |
| P2.31 | Portarlinton sewerage upgrades | Planned | | | | | | 26 | 0.D |
| P2.32 | Point Lonsdale Queenscliff sewerage upgrades | Planned | | | | | | 17 | 0.D |
| SOUTHERN GOLDEN PLAINS | | | | | | | | | |
| B2.33 | Bannockburn sewerage upgrades | Planned | | | | | | 16 | 0.D |
| TORQUAY | | | | | | | | | |
| T2.34 | Torquay sewerage upgrades | Planned | | | | | | 9.3 | 0.D |
| WINCHELSEA | | | | | | | | | |
| W2.35 | Winchelsea sewerage upgrades for additional growth | Concept | | | | | | 40 | 0.D |



| Ref. | Project title | Current Status | Delivery timeframe | | | | | Indicative cost \$M | Funding source |
|---|---|----------------|--------------------|-----------|-----------|-----------|-----------|---------------------|----------------|
| | | | 2014 – 17 | 2017 – 20 | 2020 – 25 | 2025 – 35 | 2035 – 50 | | |
|  | SEWERAGE | | | | | | | | |
| COLAC | | | | | | | | | |
| C2.36 | Colac sewerage upgrades | Planned | | | | | | 16 | O.D |
| C2.37 | Apollo Bay sewerage upgrades | Planned | | | | | | 2.8 | O.D |
|  | STORMWATER DRAINAGE AND FLOODING | | | | | | | | |
| URBAN GEELONG | | | | | | | | | |
| G2.38 | Geelong major drainage works | Planned | | | | | | 77 | L.D |
| G2.39 | Armstrong Creek major drainage works | Planned | | | | | | 170 | D |
| G2.40 | GREP northern catchment infrastructure | Planning | | | | | | 10.3 | L,S,F,D |
| LARA | | | | | | | | | |
| L2.41 | Lara major drainage works | Planned | | | | | | 70 | L.D |
| BELLARINE PENINSULA | | | | | | | | | |
| P2.42 | Bellarine major drainage works | Planned | | | | | | 112 | L.D |
| SOUTHERN GOLDEN PLAINS | | | | | | | | | |
| B2.43 | Bannockburn centre main drainage upgrades | Planning | | | | | | 1 | L.D |
| COLAC | | | | | | | | | |
| C2.44 | Colac major drainage infrastructure | Concept | ★ | | | | | 4.5 | L |
| C2.45 | Apollo Bay drainage infrastructure | Planning | | | | | | 3.8 | S.F |
|  | GAS | | | | | | | | |
| | South West (main transmission) Pipeline upgrades | | | | | | | | |
| R2.46 | Compressor station Birregurra-Winchelsea | Planning | | | | | | 40 | O |
| R2.47 | Compressor station Stonehaven | Planned | | | | | | 40 | O |
| R2.48 | Pipeline looping and extensions | Planned | | | | | | 250 | O |
| URBAN GEELONG | | | | | | | | | |
| G2.49 | Southern Geelong transmission pipeline augmentation | Planned | | | | | | | O.D |
| G2.50 | Armstrong Creek reticulated gas rollout | Planned | | | | | | | O.D |
| LARA | | | | | | | | | |
| L2.51 | Lara distribution pipeline upgrade | Planned | | | | | | | O.D |

✱ Further work required

| Ref. | Project title | Current Status | Delivery timeframe | | | | | Indicative cost \$M | Funding source |
|---|---|----------------|--------------------|-----------|-----------|-----------|-----------|---------------------|----------------|
| | | | 2014 – 17 | 2017 – 20 | 2020 – 25 | 2025 – 35 | 2035 – 50 | | |
|  | GAS | | | | | | | | |
| BELLARINE PENINSULA | | | | | | | | | |
| P2.52 | Point Henry to Leopold-Drysdale trunk distribution pipeline upgrade | Planned | | | | | | | 0 |
| P2.53 | Bellarine Peninsula trunk distribution pipeline upgrade | Planned | | | | | | | 0.0 |
| P2.54 | Ocean Grove distribution pipeline upgrade | Planned | | | | | | | 0.0 |
| P2.55 | Point Lonsdale distribution pipeline upgrade | Planned | | | | | | | 0 |
| SOUTHERN GOLDEN PLAINS | | | | | | | | | |
| B2.56 | Gas provision to Bannockburn | Planned | | | | | | | 0.0 |
| TORQUAY | | | | | | | | | |
| T2.57 | Transmission pipeline extension | Planned | | | | | | | 0 |
| WINCHELSEA | | | | | | | | | |
| W2.58 | Gas provision to Winchelsea | Planned | | | | | | | 0.0 |
| COLAC | | | | | | | | | |
| C2.59 | Colac growth area reticulated gas rollout | Planned | | | | | | | 0.0 |
|  | ELECTRICITY | | | | | | | | |
| URBAN GEELONG | | | | | | | | | |
| G2.60 | East Geelong Terminal Station | Planned | | | | | | 100–150 | 0 |
| G2.61 | Charlemont zone substation | Planned | | | | | | 20 | 0 |
| LARA | | | | | | | | | |
| L2.62 | Lara zone substation | Planned | | | | | | 20 | 0 |
| L2.63 | Avalon Airport zone substation | Planned | | | | | | 20 | 0 |
| BELLARINE PENINSULA | | | | | | | | | |
| P2.64 | Ocean Grove zone substation | Planned | | | | | | 20 | 0 |
| SOUTHERN GOLDEN PLAINS | | | | | | | | | |
| B2.65 | Bannockburn zone substation | Planned | | | | | | 20 | 0 |
| TORQUAY | | | | | | | | | |
| T2.66 | Torquay zone substation | Planned | | | | | | 20 | 0 |
| T2.67 | Lorne zone substation | Planned | | | | | | 20 | 0 |
| ALTERNATIVE ENERGY PROJECTS | | | | | | | | | |
| R2.68 | Geelong Geothermal Power Project | Feasibility | | | | | | 100 | S,F,O |
| R2.69 | Mount Gellibrand wind farm | | | | | | | | |
| R2.70 | Winchelsea wind farm | | | | | | | | |



The G21 region has a strong foundation of regional level community facilities. This infrastructure is critical for building necessary skills, supporting innovation, cultural diversity and community health and wellbeing and attracting a broader population mix and employment base.

2.4 COMMUNITY FACILITIES

2.4.1 Key challenges and opportunities

One of the region's competitive strengths is its extensive education, health and research facilities with high levels of collaboration between the health sector, Deakin University, the Gordon and CSIRO. The region also enjoys significant regional cultural and sporting facilities including Geelong Gallery, performing arts centres in Colac and Geelong and Simonds Stadium (Kardinia Park).

The G21 region however, has a number of challenges that are the focus of future service planning considerations:

- lower than state average health indicators, including chronic disease, obesity and life expectancy
- localised population dynamics - areas of limited population diversity, aged population concentrations and areas where tertiary aged youth are moving away for education or employment
- an increasingly aged population
- areas of disadvantage in terms of levels of income, access to transport and services, and housing stress
- workforce skill shortages and relatively low levels of education
- seasonal population variations, which also impacts on utility infrastructure capacity and presents payment challenges
- the ability of facilities and services to keep pace with population growth.

At a subregional level, the key community facility needs include:

- Urban Geelong - vocational training and expanded community health facilities (especially in the northern suburbs), expansion or redevelopment of arts/culture precincts and a range of sports/recreation facilities including aquatic, soccer, basketball, netball and parks. This includes a range of infrastructure projects identified as part of the revitalisation of Central Geelong.

- Lara - community and health centres, a permanent branch library and You Yangs mountain bike facility
- Bellarine Peninsula - early years and neighbourhood centres, community health facilities and library development in Drysdale/Clifton Springs, Leopold and Ocean Grove; Potato Shed expansion and sports facilities at the Drysdale subregional cultural and recreation precinct
- Southern Golden Plains - Bannockburn K - 12 school, community health facility and emergency services precinct
- Torquay - children's services hub, subregional library and an indoor sports stadium
- Winchelsea - community health hub and a branch library based on long term growth; a regional equestrian centre in Moriac
- Colac - medical precinct expansion, early years centre and a new emergency services and courts facility in Colac; aquatic centre and loop trails in Apollo Bay.

Schedule 3 identifies the key community infrastructure projects required to address these challenges and support growth consistent with the Growth Plan. They are also depicted geographically on Map 8. Where possible, new community facilities should be located within close proximity of public transport and preferably in areas of employment and housing intensification.

2.4.2 Education and training

The education sector is critical for developing the region's skills and facilitating innovation and research. It enjoys strong links between university and TAFE sectors and industry. The Infrastructure Plan focuses on tertiary and advanced education service provision rather than K - 12 facilities other than in the District Town of Bannockburn, which currently does not have these facilities that are important to support the town's growth. Future growth of Winchelsea will require a primary school and ideally a site should be identified as part of the Structure Plan process. Private school providers will continue to play an important part in meeting primary and secondary school options and needs. The Catholic Education Office for example is planning seven schools in the region to meet future growth. The region's growth will also create demand for special needs facilities.

Longer term further expansion of TAFE and tertiary education hubs at subregional locations is envisaged.

AS THE REGION GROWS, THE DEMAND FOR A BROADER RANGE OF RECREATIONAL OPPORTUNITIES AND SPORTING FACILITIES WILL ALSO GROW

Current investments and projects

- Deakin University - current investments of \$200 million at Waurin Ponds campus including: a new Centre for Advanced Design in Engineering Training (CADET); developing its collaborative research model at the Geelong Technology Precinct to help develop new materials industries; completion of the remaining stages of the Australian Future Fibres Research and Innovation Centre (AFFRIC) including the Carbon Nexus research facility in partnership with CSIRO and the Victorian Centre for Advanced Materials Manufacturing, the only facility of its type in a university worldwide. Deakin is also investing \$40 million at the Waterfront campus in office refurbishment, faculty relocations and facility upgrades.
- Centre for Advanced Design in Engineering Training (CADET)
- The Gordon - support for the Colac Trade Training Centre, providing construction and automotive with a view to expand presence in Colac; planning to establish physical presence in northern suburbs of Geelong to support local community needs; partner in 'Skilling the Bay' project responding to industry changes and training needs
- Trade Training Centres - in Corio (Northern Bay Trade Training Centre) and Colac (secondary school site - offering training in automotive, construction and hospitality)
- Surf Coast Secondary College under construction
- Planning for school provision at Bannockburn and Armstrong Creek.

Critical projects

Projects of highest significance are those which build skills in major urban centres and support the development of Deakin University and the Gordon:

- Regional Research and Information Centre (ADRI)
- Vocational training school northern Geelong



2.4.3 Health

Health is one of the main employment sectors in the region. Future growth and an aging population will also create demand for more aged care facilities. The Infrastructure Plan focuses on hospital and higher level community health centre services. These services are provided predominantly by Barwon Health, Geelong Hospital, St John of God Health Care, Colac Area Health, Bellarine Community Health, Otway Health and Hesse Rural Health.

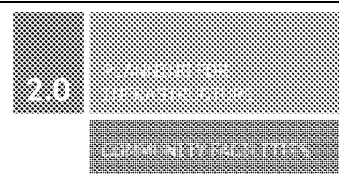
Current investments and projects

- Barwon Health - expansion of Geelong Hospital (City campus) including additional beds and space for laboratories, a cancer wellness centre, investments in the Belmont Community Health centre and a day facility in conjunction with a new 32 bed community hospital at the Waurin Ponds precinct
- Private health sector - \$255 million Epworth teaching hospital development at Waurin Ponds in construction and to open in 2015/16; \$65 million St John of God Geelong Hospital redevelopment opening in April 2014
- Colac Area Health - student accommodation facilities in construction and due to be completed June 2013
- Bellarine Community Health - \$700,000 upgrade of Point Lonsdale medical suites, \$3.3 million main building upgrade proposed in 2013 - 2014
- G21 Health and Wellbeing Plan - Addressing Disadvantage using a place based impact approach.

Critical projects

Projects of highest significance are those which provide key health care services in major urban centres and District Towns to meet growth needs and further strengthen the region's health sector as a major employer and economic driver:

- Geelong Centre for Emerging Infectious Diseases
- Bellarine Community Health Centre - upgrade of Point Lonsdale Health Centre, Drysdale site for renal dialysis and early years and dental services, and development of a sub-acute primary health care facility in Ocean Grove
- New/expanded community health centres in the northern suburbs of Geelong, Bannockburn and Winchelsea
- Colac early years centre offering health services in early years, pregnancy/child birth, adolescent and adult needs.



2.4.4 Arts and culture

A strong arts and cultural sector is important not only to enrich the life of the existing community but also to enable the region to attract a range of specialist skills necessary to drive new enterprises and activity in a transitioning economy.

The following projects are central to these goals:

- Geelong Cultural Precinct Master Plan
- Subregional community and cultural precinct in Drysdale (Potato Shed Master Plan implementation)
- Leopold Community Hub, including a new library and multi-purpose community centre
- Library upgrades in Corio, Lara, Drysdale, Ocean Grove and Torquay.

Current investments and projects

Major arts and culture projects underway include:

- Geelong Library and Heritage Centre - \$45 million integrated facility development.

Critical projects

Projects of highest significance are those which build on key regional arts and culture infrastructure:

- Redevelopment of Geelong Performing Arts Centre
- Expansion of the Geelong Gallery.

2.4.5 Emergency services and justice

Public safety and emergency management is a key measure of health and wellbeing and an important ingredient in supporting a growing community and attracting new residents. In this context, the Implementation Plan looks at future Justice, police, SES, CFA and ambulance infrastructure needs as the region grows. These agencies monitor growth activity to determine when upgrades or new facilities are required and where best to locate them. Longer term there is a potential need for a regional recovery centre for fire and other emergencies to coordinate recovery operations.

Current investments and projects

- Waurin Ponds Police Station - \$15.6 million
- Barwon Prison high security unit - \$53 million.

Critical projects

The following future projects considered critical to support subregional needs:

- Bannockburn emergency services precinct
- New emergency services and courts facility in Colac
- Armstrong Creek Emergency Services Hub, including an Incident Control Centre.

2.4.6 Sports and recreation

As the region grows, the demand for a broader range of recreational opportunities and sporting facilities will also grow. These facilities are important for increasing the region's levels of health and wellbeing, reducing impacts on the health system and increasing economic activity and attraction to the region.

Current investments and projects

- *G21 Regional Soccer Strategy* addresses the challenges facing soccer in the G21 region, identifying opportunities for improved infrastructure and sports development programs.
- Further development of Geelong's Simonds Stadium as Victoria's third national event stadium
- Colac's Beechy Precinct development
- *Regional Trails Master Plan*, a G21 Priority Project, identifies seven trails and three mountain bike hubs, the development of which have liveability, health and wellbeing, environmental protection and nature-based tourism benefits. While not part of the Master Plan, integration with adjoining region trails such as the Port Phillip Bay Trail, will provide wider connectivity and recreation options.

The Master Plan projects include:

- Great Ocean and Surf Coast Walks
- Bellarine and Old Beechy Rail Trails
- Queenscliff to Barwon Heads Coastal Trail, Geelong Waterfront and Regional Trail connections and Barwon River Parklands and Trails
- You Yangs, Forrest and Anglesea Mountain Bike hubs.

Critical projects

Projects of highest significance are those which build on previous studies, generate increased visitation with an economic flow on effect and/or contribute to reducing disadvantage and increasing participation in sports:

- Regional Trails Network
- Simonds Stadium development completion.

The following projects are also important to support subregional needs:

- Stead Park master plan implementation and a synthetic hockey pitch
- Completion of Beechy Precinct, Colac - stadium redevelopment.
- Drysdale/Clifton Springs subregional sports precinct.

2.4.7 Waste management

The Barwon Region currently generates 300,000 tonnes of waste per year requiring 410,000 cubic metres of land fill space. Unless major reduction targets are achieved, this will increase to 325,000 tonnes per year by 2018. As the region grows, a next generation waste management system will be required along with increased recycling and reuse and waste to energy production facilities. Accessible facilities in the region that can manage a variety of waste stream elements will be necessary to support a growing population and manage service costs, and also to attract new industries and technologies. The Barwon Region Waste Management Group (BRWMG) is responsible for waste management planning across the region.

Current investments and projects

Major waste management projects underway include:

- Implementation of the Barwon Region Waste Management Group *Waste Management Plan*, including directions for waste transfer stations, land fill operations and waste reduction/recycling programs
- Review of transfer facilities and identification of the need for upgrades and replacements, with emphasis on resource recovery.

Critical projects

The regionally critical project is the development of a high-tech processing facility for residual waste.

Other important regional waste management projects include:

- Regional processing facility for garden organics
- Re-organisation of waste transfer facilities
- Geelong Cleantech Centre of Excellence, providing educational and commercial advice.

Further work priorities

The movement away from disposal by landfill towards resource recovery is linked to cost, land fill availability and commitments to sustainability. It brings about the need to develop and cost-assess advanced facilities to separate, recover and treat materials, the planning of which reflects an evolution of waste management processes over time based on economic viability or legislative requirements.

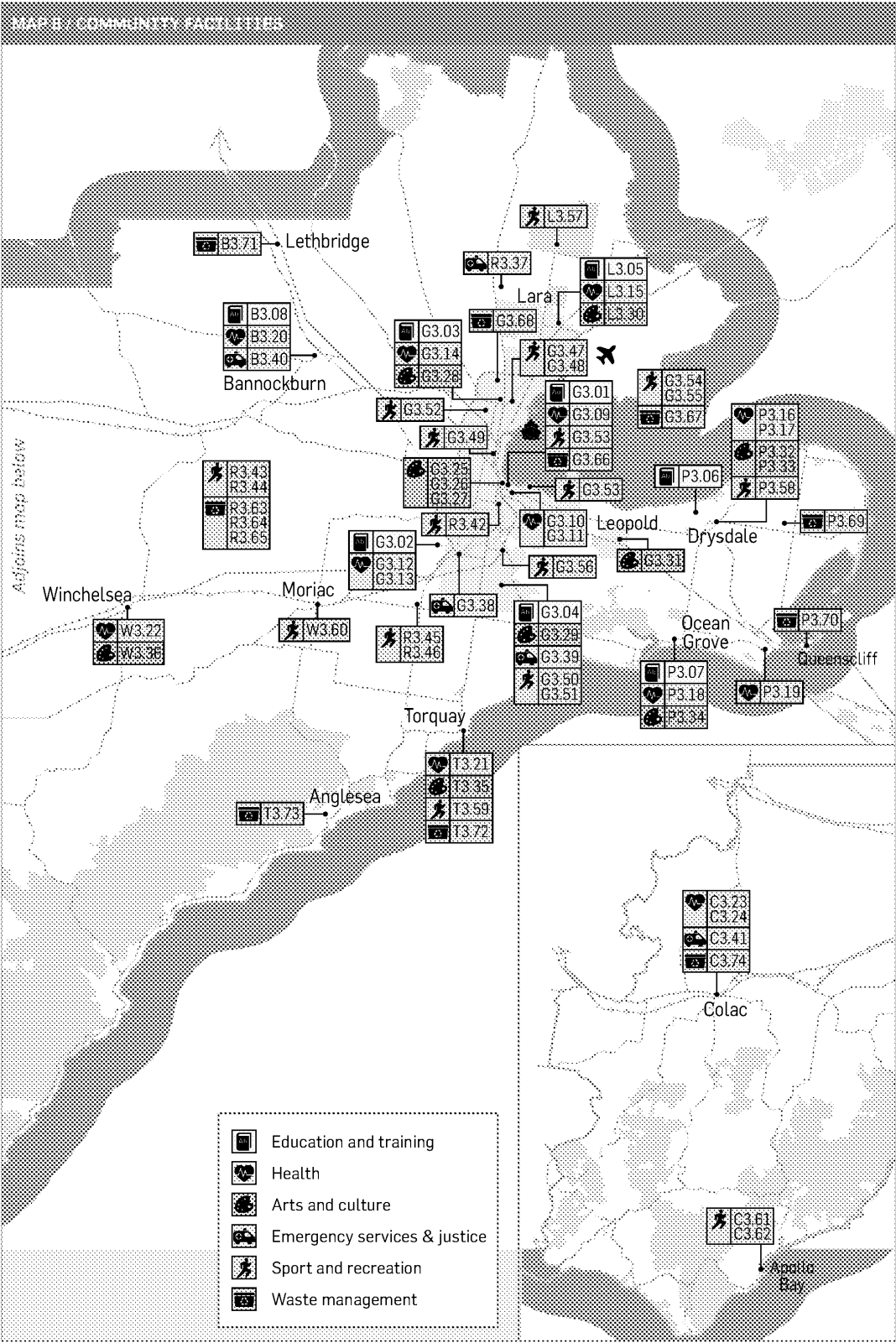
High-tech processing facilities for the treatment of residual waste, such as the mooted Cressy waste to energy facility, represent a new generation opportunity in waste management to sustainably serve the region's long-term waste needs and support self-sufficiency.





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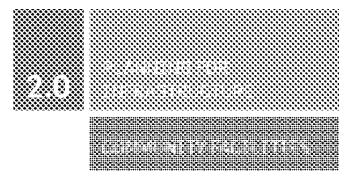
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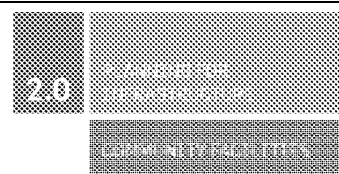
COMMUNITY FACILITIES


| Ref. | Project title | Current Status | Delivery timeframe | | | | | Indicative cost \$M | Funding source |
|--|---|----------------|--------------------|-----------|-----------|-----------|-----------|---------------------|----------------|
| | | | 2014 – 17 | 2017 – 20 | 2020 – 25 | 2025 – 35 | 2035 – 50 | | |
|  | EDUCATION AND TRAINING | | | | | | | | |
| URBAN GEELONG | | | | | | | | | |
| G3.01 | Regional Research and Information Centre | Planning | | | | | | 5 | S,F,O |
| G3.02 | Centre for Advanced Design in Engineering Training (CADET) | Construction | | | | | | 55 | F,O |
| G3.03 | Northern Geelong vocational training school | Feasibility | | | | | | 3–5 | S |
| G3.04 | Armstrong Creek trade training centre | Concept | | | | | | 10–15 | F,O |
| LARA | | | | | | | | | |
| L3.05 | Lara multipurpose community centre | Planning | | | | | | 10 | D |
| BELLARINE PENINSULA | | | | | | | | | |
| P3.06 | Jetty Road neighbourhood centre | Concept | | | | | | 1–2 | L,S |
| P3.07 | Ocean Grove early years hub and neighbourhood house redevelopment | Pre-construct | | | | | | 11 | L,S |
| SOUTHERN GOLDEN PLAINS | | | | | | | | | |
| B3.08 | Bannockburn K-12 school | Planning | | | | | | 35 | S |
| TORQUAY | | | | | | | | | |
|  | HEALTH | | | | | | | | |
| URBAN GEELONG | | | | | | | | | |
| G3.09 | Geelong Centre for Emerging Infectious Diseases | Pre-construct | | | | | | 12.1 | F,O |
| G3.10 | Geelong hospital expansion | Pre-construct | | | | | | 103 | S |
| G3.11 | Geelong hospital multi-storey extension | Planning | | | | | | 650 | S |
| G3.12 | Epworth teaching hospital development | Construction | | | | | | 255 | O |
| G3.13 | Waurin Ponds community hospital | Planning | | | | | | 85 | S |
| G3.14 | Geelong Northern Suburbs community hospital | Feasibility | | | | | | 35–45 | S,O |
| LARA | | | | | | | | | |
| L3.15 | Lara community health centre | Concept | | | | | | 5–10 | S |
| BELLARINE PENINSULA | | | | | | | | | |
| P3.16 | Drysdale community health centre upgrade | Pre-construct | | | | | | 3 | S |
| P3.17 | Drysdale early years hub | Planning | | | | | | 10 | L,S |
| KEY | | | | | | | | | |
| L Local government S State government F Federal government O Other (private, internal & tariffs) D Development contributions | | | | | | | | | |



| Ref. | Project title | Current Status | Delivery timeframe | | | | | Indicative cost \$M | Funding source |
|---|---|----------------|------------------------|------------------------|------------------------|------------------------|-----------|---------------------|----------------|
| | | | 2014 – 17 | 2017 – 20 | 2020 – 25 | 2025 – 35 | 2035 – 50 | | |
|  | HEALTH | | | | | | | | |
| BELLARINE PENINSULA | | | | | | | | | |
| P3.18 | Ocean Grove sub-acute facility | Planning | <div><div></div></div> | | | | | 7–10 | S,F |
| P3.19 | Point Lonsdale community health centre upgrade | Construction | <div><div></div></div> | | | | | 3.2 | F |
| SOUTHERN GOLDEN PLAINS | | | | | | | | | |
| B3.20 | Bannockburn community health facility | Planning | <div><div></div></div> | | | | | 5–10 | S |
| TORQUAY | | | | | | | | | |
| T3.21 | Torquay-Jan Juc childrens services hub | Feasibility | <div><div></div></div> | | | | | 8 | L,S,F,O |
| WINCHELSEA | | | | | | | | | |
| W3.22 | Winchelsea community health hub | Feasibility | | <div><div></div></div> | | | | 4–6 | S |
| COLAC | | | | | | | | | |
| C3.23 | Colac early years centre | Concept | <div><div></div></div> | | | | | 7.5 | S,F |
| C3.24 | Colac hospital expansion | Concept | | | <div><div></div></div> | | | 8–10 | S |
|  | ARTS AND CULTURE | | | | | | | | |
| URBAN GEELONG | | | | | | | | | |
| G3.25 | Integrated regional library and heritage centre | Construction | <div><div></div></div> | | | | | 45 | L,S,F |
| G3.26 | GPAC redevelopment | Pre-construct | | <div><div></div></div> | | | | 140 | S,F |
| G3.27 | Geelong Gallery expansion | Feasibility | <div><div></div></div> | | | | | 20–30 | S,F |
| G3.28 | Corio-Norlane subregional library expansion | Concept | | | | <div><div></div></div> | | 2 | L,S |
| G3.29 | Armstrong Creek subregional library | Planning | | | <div><div></div></div> | | | 12 | L,S,F,D |
| LARA | | | | | | | | | |
| L3.30 | Lara permanent branch library | Concept | | <div><div></div></div> | | | | 8 | L,S |
| BELLARINE PENINSULA | | | | | | | | | |
| P3.31 | Leopold community hub | Pre-construct | <div><div></div></div> | | | | | 16 | L,S,F |
| P3.32 | Drysdale subregional library | Concept | | <div><div></div></div> | | | | 7.2 | L,S |
| P3.33 | Drysdale community and cultural precinct | Planning | <div><div></div></div> | | | | | 8 | L,S,O |
| P3.34 | Ocean Grove library expansion and upgrade | Concept | | | <div><div></div></div> | | | 6 | L,S |
| TORQUAY | | | | | | | | | |
| T3.35 | Torquay subregional library | Planning | <div><div></div></div> | | | | | 9 | L,S,F |
| WINCHELSEA | | | | | | | | | |
| W3.36 | Winchelsea branch library | Concept | | | | <div><div></div></div> | | 8–10 | L,S |

| Ref. | Project title | Current Status | Delivery timeframe | | | | | Indicative cost \$M | Funding source |
|---|--|----------------|--------------------|-------------|-------------|-------------|-----------|---------------------|----------------|
| | | | 2014 – 17 | 2017 – 20 | 2020 – 25 | 2025 – 35 | 2035 – 50 | | |
|  | EMERGENCY SERVICES AND JUSTICE | | | | | | | | |
| REGIONAL | | | | | | | | | |
| R3.37 | Barwon Prison 40 bed high-security unit | Construction | <div></div> | | | | | 53 | S |
| URBAN GEELONG | | | | | | | | | |
| G3.38 | Waurin Ponds emergency services complex | Construction | <div></div> | | | | | 15.6 | S |
| G3.39 | Armstrong Creek emergency services hub | Planning | | <div></div> | | | | 20–25 | S |
| SOUTHERN GOLDEN PLAINS | | | | | | | | | |
| B3.40 | Bannockburn emergency services precinct | Planning | | <div></div> | | | | 5 | S |
| COLAC | | | | | | | | | |
| C3.41 | Colac emergency services and courts facility | Concept | | <div></div> | | | | 15–20 | S |
|  | SPORT AND RECREATION | | | | | | | | |
| REGIONAL | | | | | | | | | |
| R3.42 | Simonds Stadium development completion | Planning | | <div></div> | | | | 140 | L,S,F,O |
| R3.43 | Regional trails network | Planning | | <div></div> | | | | 35 | S |
| R3.44 | Regional motocross facility | Concept | | <div></div> | | | | 4–5 | L,S |
| R3.45 | South-west Geelong basketball stadium | Planning | | <div></div> | | | | 8 | L,S |
| R3.46 | Southern Geelong regional aquatic centre | Feasibility | | | <div></div> | | | 20–25 | L,S |
| URBAN GEELONG | | | | | | | | | |
| G3.47 | Stead Park synthetic hockey pitch | Construction | <div></div> | | | | | 2 | L,S |
| G3.48 | Stead Park master plan implementation | Concept | | <div></div> | | | | 8 | S |
| G3.49 | Regional sports & entertainment centre | Concept | | <div></div> | | | | 5 | S,F |
| G3.50 | Regional tennis hub | Feasibility | | <div></div> | | | | 6 | S,D |
| G3.51 | Regional soccer & hockey facility | Planning | | <div></div> | | | | 12 | S,F |
| G3.52 | Corio Leisuretime Centre redevelopment | Concept | | | <div></div> | | | 10 | L,S |
| G3.53 | Eastern Park project | Planning | | | <div></div> | | | 10 | L,S |
| G3.54 | Geelong regional play space | Planning | | <div></div> | | | | 2 | L,S |
| G3.55 | Indoor bowls facility | Concept | | | | <div></div> | | 30 | S,F |
| G3.56 | Indoor highball sports facility | Planning | | | <div></div> | | | 30–40 | L,S |








| Ref. | Project title | Current Status | Delivery timeframe | | | | | Indicative cost \$M | Funding source |
|---|--|----------------|--------------------|-----------|-----------|-----------|-----------|---------------------|----------------|
| | | | 2014 – 17 | 2017 – 20 | 2020 – 25 | 2025 – 35 | 2035 – 50 | | |
|  | SPORT AND RECREATION | | | | | | | | |
| LARA | | | | | | | | | |
| L3.57 | You Yangs regional mountain bike facility | Concept | | | | | | 5 | S |
| BELLARINE PENINSULA | | | | | | | | | |
| P3.58 | Drysdale-Clifton Springs subregional sports precinct | Planning | | | | | | 30 | L,S,F |
| TORQUAY | | | | | | | | | |
| T3.59 | Torquay indoor sports stadium | Feasibility | | | | | | 11 | L,S,F,O |
| WINCHELSEA | | | | | | | | | |
| W3.60 | Moriac regional equestrian centre | Concept | | | | | | 2 | L,S |
| COLAC | | | | | | | | | |
| C3.61 | Apollo Bay aquatic centre | Planning | | | | | | 10 | S,F |
| C3.62 | Apollo Bay loop trails | Feasibility | | | | | | 1 | S,F |
|  | WASTE MANAGEMENT | | | | | | | | |
| REGIONAL | | | | | | | | | |
| R3.63 | High-tech processing facility for residual waste | Feasibility | | | | | | 50 | S |
| R3.64 | Temporary garden organics waste facility | Planning | | | | | | 5 | L,S |
| R3.65 | Processing facility for garden organics | Concept | | | | | | 10–20 | L,S |
| URBAN GEELONG | | | | | | | | | |
| G3.66 | Geelong Cleantech Centre of Excellence | Planning | | | | | | 6–10 | S,F |
| G3.67 | Reorganisation of transfer facilities | Feasibility | | | | | | 5–10 | L,S |
| G3.68 | Timber recovery facilities | Planning | | | | | | | |
| BELLARINE PENINSULA | | | | | | | | | |
| P3.69 | Drysdale landfill expansion | Feasibility | | | | | | 10 | L,S |
| P3.70 | Queenscliff food organics processing plant | Concept | | | | | | 1–2 | L,S |

✱ Further work required

KEY

L Local government S State government F Federal government O Other (private, internal & tariffs) D Development contributions

| Ref. | Project title | Current Status | Delivery timeframe | | | | | Indicative cost \$M | Funding source |
|---|--|----------------|---|---|-----------|-----------|-----------|---------------------|----------------|
| | | | 2014 – 17 | 2017 – 20 | 2020 – 25 | 2025 – 35 | 2035 – 50 | | |
|  | WASTE MANAGEMENT | | | | | | | | |
| SOUTHERN GOLDEN PLAINS | | | | | | | | | |
| B3.71 | Lethbridge animal incinerator and landfill | Planning |  | | | | | 50 | 0 |
| TORQUAY | | | | | | | | | |
| T3.72 | Torquay transfer station | Feasibility |  | | | | | 5–10 | L.S |
| T3.73 | Anglesea transfer station | Feasibility | |  | | | | 5 | L.S |
| COLAC | | | | | | | | | |
| C3.74 | Colac biogas facility | Planning |  | | | | | 25 | 0 |

ARMSTRONG CREEK GROWTH AREA INTEGRATED INFRASTRUCTURE PLANNING

The City of Greater Geelong, in conjunction with the state government, has developed an integrated infrastructure delivery plan to ensure the Armstrong Creek Growth Area is provided with the timely delivery of infrastructure and services. A reference for all stakeholders in the growth area, it outlines indicative costs, development timeframes and infrastructure phasing based on planned and logical rollout and population triggers.

The plan addresses infrastructure at the local/precinct level across the themes of community facilities, integrated water cycle management, transport and energy. Such investments would typically not be included in a regional level infrastructure plan, the scope of which is limited to major transport links, trunk assets and subregional community facilities and open spaces. The G21 regional infrastructure plan includes the latter and captures key community facilities planned for Armstrong Creek of a subregional nature that are linked to growth of the wider region.

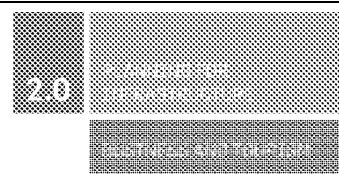
Planned community facilities at the local/precinct level include:

- Community: 8 community complexes, 8 health centres and 3 citizens halls

- Education: 14 primary, 5 secondary and a senior secondary government and non-government schools
- Emergency services: CFA, police and ambulance sites
- Sports and recreation: 113 hectares of active open space, 16 football/cricket ovals, 24 netball courts, 10 soccer pitches, 2 hockey pitches, 2 tennis complexes, 9 pavilions, 4 multi-purpose stadiums, 4 senior recreation reserves - lawn bowls, an athletics track & field complex and an aquatic centre

Other planned infrastructure partially covered in the G21 regional infrastructure plan includes the rollout of water and energy infrastructure, arterial and collector roads, recreation paths and public transport.





A diverse and vibrant regional economy will be based on building capacity with the region's key competitive strengths and growth sectors.

2.5 BUSINESS AND TOURISM

2.5.1 Key challenges and opportunities

The *G21 Economic Development Strategy* and Growth Plan identify the region's key future employment growth sectors as education, health and research, SMEs, freight and logistics, advanced manufacturing, tourism and agriculture.

This growth is founded on a number of competitive strengths including:

- a domestic and international airport
- a major port
- rail and road networks and connections
- a varied agricultural base
- world class tourist attractions
- first class education research and health infrastructure.

The *Victorian Freight and Logistics Plan* identifies the key gateway roles played by Geelong Port and Avalon Airport in the state's freight network. Building on the linkages of these assets to the Principal Freight Network through improvements in access and network capacity and an intermodal terminal network will support efficiencies, increased throughput, and supply chain jobs growth in the region.

Tourism is a significant component of the G21 region's economy. Much of this is nature-based tourism, where the most popular activities are going to the beach, bushwalking/rainforest walks, and visiting National/State Parks. In 2007, 37 per cent of domestic visitors and 77 per cent of international visitors undertook at least one nature-based tourist activity during their trip, accounting for a total of 15.5 million nature-based tourism visitors.

Strong growth for Victoria is expected from international markets, particularly China. By 2016, Victoria will receive 493,000 more nature-based international tourism visitors, while domestic nature-based tourism visitation is forecast to remain stable.

The *Great Ocean Road World Class Tourism Investment Study 2011* product gap analysis and *Great Ocean Road Destination Management Plan 2012* identify key projects to support tourism development including upgrading the Great Ocean Road and road linkages, upgrading of Avalon Airport to international status and development of the Geelong Convention and Exhibition Centre.

The region has a range of tourism accommodation options from camping and caravan parks to large resorts, with an additional 3,440 commercial guest rooms required across the Great Ocean Road Region by 2030 (Urban Enterprise 2012). A major challenge will be to secure the significant levels of investment required to upgrade facilities to meet the increased demand for caravan and camping park experiences on coastal crown land managed by Committees of Management. Recent changes to regional tourism structures will provide the opportunity for tourism promotion and program priorities to be better aligned with regional objectives.

Developing strong urban precincts in major urban areas and District Towns will also be important to foster new activity, vitality and investment and to support local jobs and the growth of key employment sectors.

Schedule 4 identifies the key business and tourism projects required to address these challenges and support growth consistent with the Growth Plan. They are also depicted geographically on **Map 9**.

2.5.2 Airports

Avalon is the region's pre-eminent aviation facility providing domestic and international passenger and freight services, and aeronautical industry opportunities.

The further development of Avalon Airport as an international airport and expansion of its aeronautical, manufacturing and training capabilities will provide for an important major employment node in Geelong's north. Linked with the GREP, Geelong Port and freight/passenger rail networks, it will be capable of major exporting of regional products and providing intermodal synergies.

Lethbridge Airpark, while outside the study area, will play an important part in the region's general aviation needs including pilot training, emergency services and providing local employment.

Current investments and projects

Major planning projects supporting the growth of Avalon Airport include:

- *Avalon Airport Master Plan* and terminal upgrades and aviation fuel pipeline connection
- Avalon Airport rail link investigation.

Critical projects

The key regional airport projects which will stimulate Avalon as a major tourism and employment node are:

- Avalon Airport precinct development including international terminal building, rail link and road connections
- Intermodal freight interchange at or near Avalon Airport
- Regional airport relocation to Avalon Airport (General Aviation Services).

AGRICULTURE IS ONE OF THE REGION'S KEY ASSETS AND RESOURCES AND A MAJOR SECTOR OF THE ECONOMY

2.5.3 Ports and harbours

Geelong is the largest regional port in Victoria and an important hub for the movement of cargo in to and out of the state. Geelong Port handles over 13.1 million tonnes of liquid, break and break bulk a year, with some 770 ship visits, and is a significant part of the regional and state economies. Access to the port is via a channel managed by the VRCA. The current width and depth of the channel and capacity of berth facilities constrains the ability for future port operations to respond to growth in the type and frequency of shipping activity.

Scope exists to expand berth capacity at Corio Quay and Lascelles wharf. On the land side, access to the port is primarily by road with some standard and broad gauge rail access. Future growth of the port is linked to improving rail access to berths and road connections to the Ring Road and GREP as identified in the *Geelong Port and Land Infrastructure Plan*.

The region also has a number of smaller harbours which provide for commercial fishing/aquaculture and tourist and recreational boats, including Queenscliff, Portarlington and Apollo Bay harbours.

The *Portarlington Safe Harbour Precinct Master Plan* provides for the expansion of the harbour to allow a larger mussel fishing fleet and future oyster industry as well as recreational boating. Capacity also exists for a future ferry service to Melbourne, which will add another transport option for Geelong.

The *Apollo Bay Harbour Precinct Master Plan* provides for potential development and improvement opportunities for the Apollo Bay Harbour precinct, including integrating the harbour and the town with new shared pathways and improved car access with increased parking.

The Queenscliff - Sorrento ferry operation also provides an important tourist, and increasingly commuter role. Development Plans for the staged expansion of the ferry terminal facilities are under development.

Current investments, strategies and projects

Major planning projects supporting the growth of regional ports and harbours include:

- *Victorian Freight and Logistics Plan*
- *VRCA Port of Geelong Development Strategy*
- *Geelong Port and Land Infrastructure Plan*
- *Portarlington Safe Harbour Master Plan*
- *Apollo Bay Harbour Precinct Master Plan*.

Critical projects

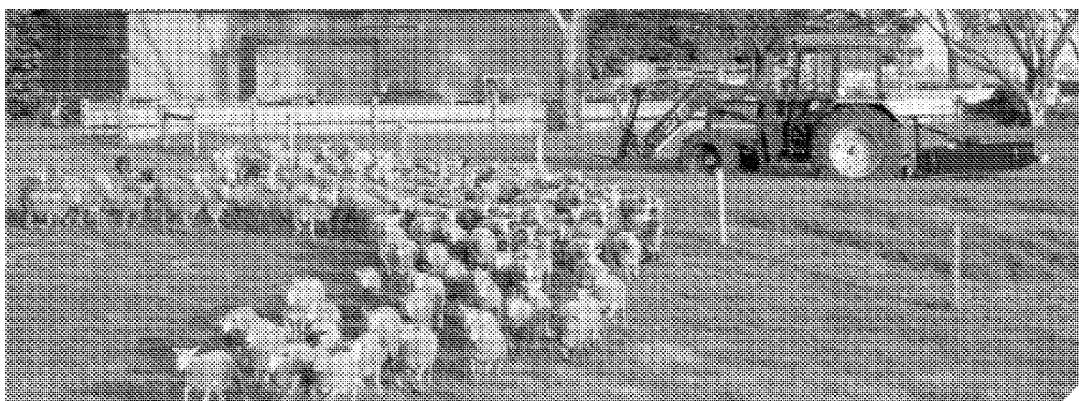
The key regional ports and harbour projects are:

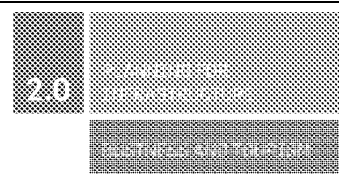
- Geelong Port navigation channel enlargement
- Geelong Port berth expansions and improvements
- Portarlington Safe Harbour project implementation
- Queenscliff ferry terminal facilities upgrade
- Apollo Bay Harbour Precinct implementation.

2.5.4 Agriculture

Agriculture is one of the region's key assets and resources and a major sector of the economy. The region has a diversity of agricultural enterprises including beef and dairy cattle, cropping, viticulture, intensive livestock, forestry and fishing.

The availability of good transport networks, access to water, the Port and Avalon Airport, a comparatively favourable climate and resilience to the impacts of climate change and variability, encouraging prospects for food security and a thriving tourism sector all provide a good prognosis for the growth of the region's agricultural sector. With road and rail infrastructure upgrades linking the Port, Avalon and key industrial areas with major food and agricultural areas, there is potential to establish Geelong as a major food hub and portal for processing, value adding and distribution.





A number of potential agricultural nodes, including Lethbridge and the Thompson Valley, provide opportunities for economic growth and employment with access to potable or recycled water. Development of the Colac Livestock Selling Centre as a major regional facility will enhance the role of the region's west as a key agricultural hub. Aquaculture opportunities including those based at Portarlinton will support both value adding and further development of food and wine tourism.

Current investments and projects

Major agricultural projects underway include:

- Planning for the Lethbridge intensive agriculture expansion has been completed with funding for a potable water supply pipeline required to progress implementation
- Colac Livestock Selling Centre upgrades.

Critical projects

The key regional agricultural projects are:

- Colac Livestock Selling Centre redevelopment
- Potable water trunk line for intensive agriculture expansion near Lethbridge.

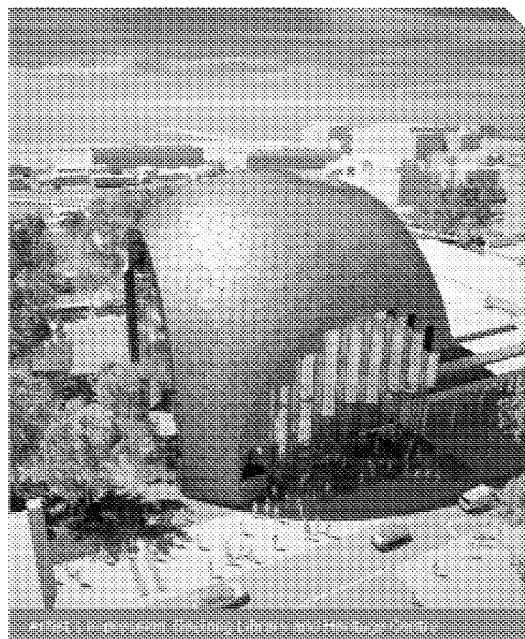
2.5.5 Urban precincts

Having a number of attractive, vibrant and functional commercial, employment and tourism precincts across the region is important to support increased regional services, visitation, investment and to grow jobs. The following precincts are key priorities.

- **Central Geelong:**
Major projects include G21 Priority Projects - Geelong Future Cities (refurbished GPAC, expanded art gallery and new library and heritage centre), Convention and Exhibition Centre and Yarra Street Pier reconstruction, and the concepts identified in Vision 2. The establishment of headquarters for the NDIA in Central Geelong along with these foundational projects will support the centre's role as Victoria's second city and as the region's major corporate and entertainment centre.
- **District Town centre revitalisation:**
Projects such as Colac CBD and Entrances (including the civic and cultural precinct) and Bannockburn town centre precinct development and infrastructure upgrades will stimulate further growth and attract supporting services. These outcomes would be enhanced for Colac through development of a Lake Colac Foreshore Master Plan to identify visitation enhancement opportunities.

G21 priority projects, including the Corio/Norlane regeneration project with Bacchus Marsh Road boulevard treatments and Waterworld precinct redevelopment and the completion of Colac's Beechy Precinct, provide growth attractors while supporting community growth and wellbeing.

- **Employment node development:**
Developing major employment precincts based around existing key assets including: the Deakin/Marcus Oldham College Waurin Ponds employment precinct; the Gheringhap industrial/commercial precinct and transport hub; and the Geelong Ring Road Employment Precinct (GREP) will support job diversity and provide sustainable local job opportunities into the future.
- **Tourism precincts:**
Supporting the development of major tourism assets around the region including the Point Grey Precinct in Lorne, Point Lonsdale Lighthouse Reserve development, Queenscliff Fort and Torquay's Surf City Precinct expansion based around surf culture will add to diversity of attraction, accommodation options and out of season visitation and employment opportunities.



Current investments and projects

- Northern Gateway Precinct Redevelopment Plan (community facilities and leisure centre in Corio)
- Beechy Precinct Colac - central reserve enhancement, trade training centre expansion and Bluewater Fitness Centre expansion and stadium redevelopment
- Colac CBD and Entrances project.
- Fort Queenscliff Tourism Development Plan

Critical projects

The key regional urban precinct projects are:

- Geelong Convention and Exhibition Centre
- Yarra Street Pier cruise ship berth and handling facilities
- Innovative employment hubs
- Corio/Norlane regeneration projects
- Colac CBD and Entrances project and a Lake Colac Foreshore Master Plan.
- Surf City Precinct, Torquay.

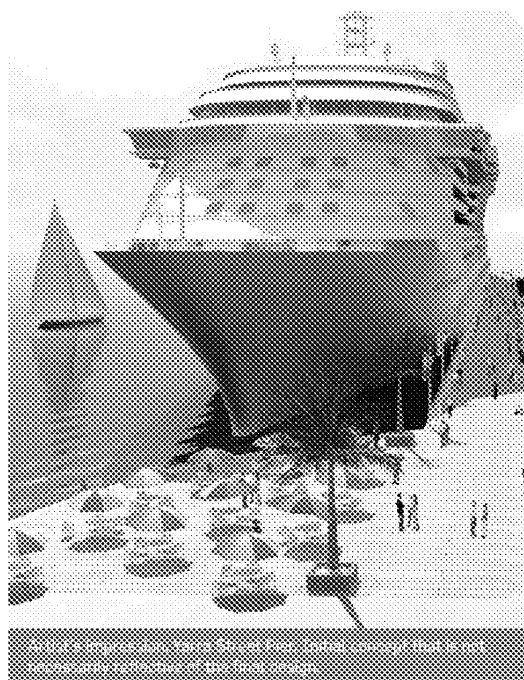
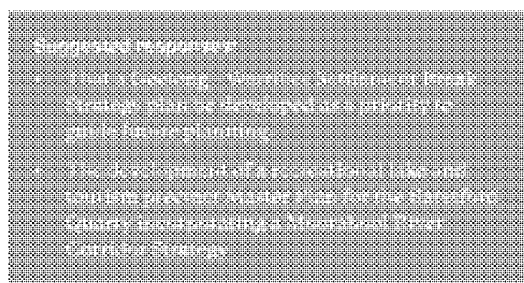
Further Work

Development of the Geelong CBD as a thriving, vibrant centre providing major retail services, health and education, entertainment and a significant resident population is a major objective of the Growth Plan. Implementation of the Geelong Future Cities and Vision 2 projects will require coordination and detailed planning, linked to the directions of an integrated transport plan.

The preparation of a Central Geelong Master Plan is considered to be a critical step in program implementation.

The FIA analysis identifies a significant recreation and tourist opportunity associated with the development of a lake within the Batesford Quarry linked to extensive river open space corridors (refer section 4.0 for more detailed considerations).

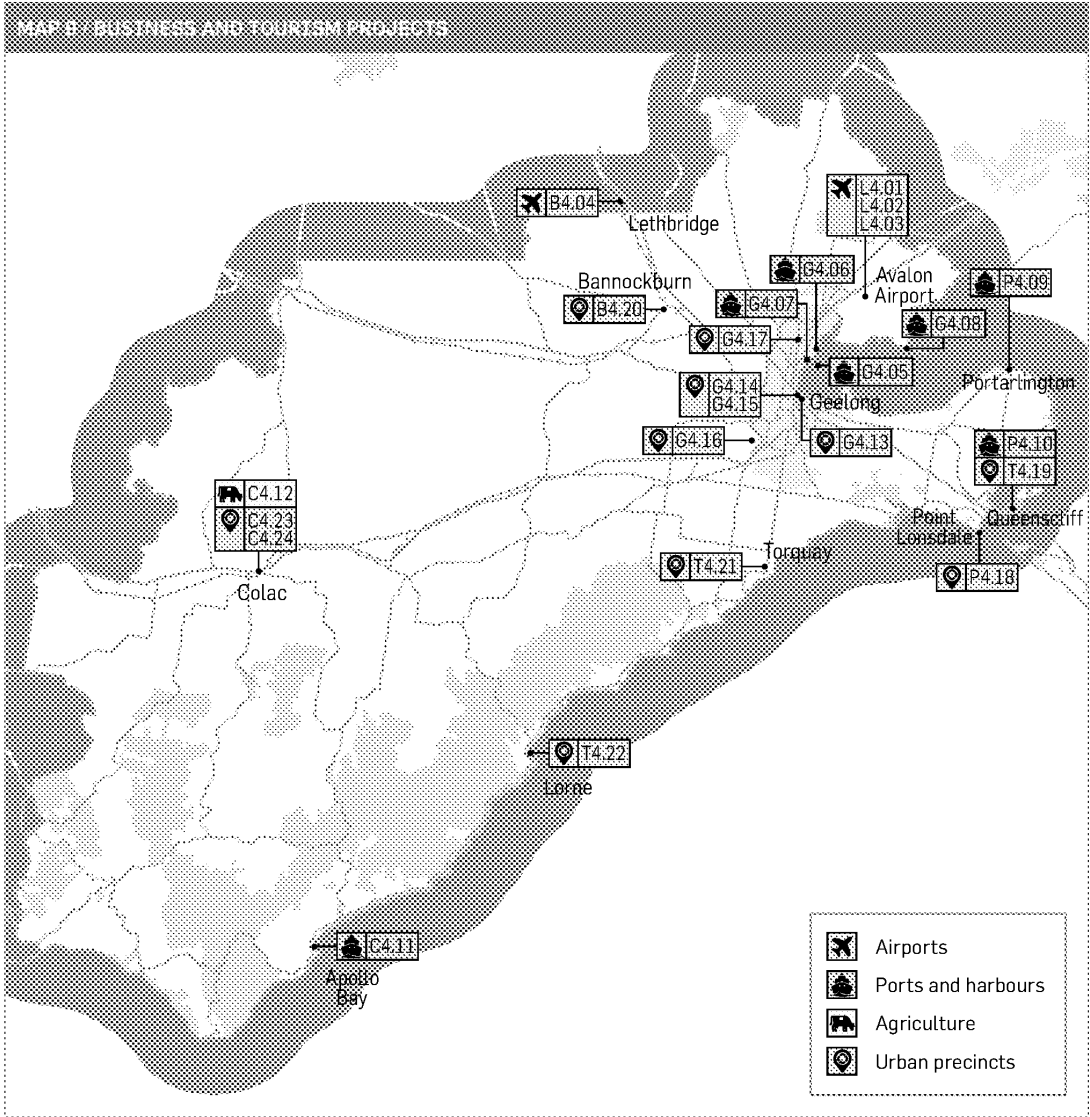
The Growth Plan identified the important role played by distinct settlement breaks. One of the key breaks identified is between Geelong and Werribee. This break is important not only to maintain a distinct visual identity and protect views and important habitats but also to buffer future development opportunities at Avalon Airport, Department of Defence and quarry sites. While not a regional infrastructure project, a clear strategy is required to manage this break.






2.0

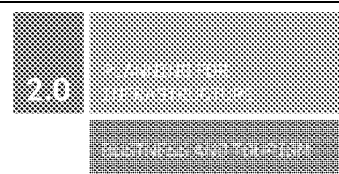
PLANNED FOR
IMPLEMENTATION


EXISTING AND PLANNED



BUSINESS AND TOURISM

| Ref. | Project title | Current Status | Delivery timeframe | | | | | Indicative cost \$M | Funding source | |
|--|--|----------------|--------------------|-----------|-----------|-----------|-----------|---------------------|----------------|-----|
| | | | 2014 – 17 | 2017 – 20 | 2020 – 25 | 2025 – 35 | 2035 – 50 | | | |
|  | AIRPORTS | | | | | | | | | |
| LARA – AVALON AIRPORT | | | | | | | | | | |
| L4.01 | Avalon Airport facilities expansion | Concept | | | | | | 30 | O | |
| L4.02 | Intermodal freight interchange | Concept | | | | | | | S,O | |
| L4.03 | Regional airport relocation | Planning | | | | | | | 3 | S,O |
| SOUTHERN GOLDEN PLAINS | | | | | | | | | | |
| B4.04 | Lethbridge Airpark development | Planning | | | | | | | 1.8 | S,O |
|  | PORTS AND HARBOURS | | | | | | | | | |
| URBAN GEELONG | | | | | | | | | | |
| G4.05 | Navigation channel enlargement | Concept | | | | | | 320 | S,F,O | |
| G4.06 | Lascelles berth expansion | Concept | | | | | | 50 | S,O | |
| G4.07 | Corio Quay berth expansion | Concept | | | | | | 250–300 | S,F,O | |
| G4.08 | Port facilities expansion to Point Wilson | Concept | | | | | | N/A | S,O | |
| BELLARINE PENINSULA | | | | | | | | | | |
| P4.09 | Portarlington Safe Harbour project | Planning | | | | | | 58 | S,O | |
| P4.10 | Queenscliff ferry terminal upgrade | Planning | | | | | | 14 | L,S,O | |
| COLAC | | | | | | | | | | |
| C4.11 | Apollo Bay harbour precinct redevelopment | Planning | | | | | | 20 | S,F | |
|  | AGRICULTURE | | | | | | | | | |
| COLAC | | | | | | | | | | |
| C4.12 | Colac Livestock Selling Centre redevelopment | Concept | | | | | | 6.5 | L,S | |
| KEY | | | | | | | | | | |
| L Local government S State government F Federal government O Other (private, internal & tariffs) D Development contributions | | | | | | | | | | |



| Ref. | Project title | Current Status | Delivery timeframe | | | | | Indicative cost \$M | Funding source |
|---|---|----------------|--------------------|-----------|-----------|-----------|-----------|---------------------|----------------|
| | | | 2014 – 17 | 2017 – 20 | 2020 – 25 | 2025 – 35 | 2035 – 50 | | |
|  | URBAN DISTRICTS | | | | | | | | |
| URBAN GEELONG | | | | | | | | | |
| G4.13 | Yarra Street Pier cruise ship berth | Planning | <div></div> | | | | | 33 | L,S,O |
| G4.14 | Geelong Convention and Exhibition Centre | Planning | <div></div> | | | | | 164 | S,F,O |
| G4.15 | NDIA headquarters establishment | Feasibility | <div></div> | | | | | 25 | S,F |
| G4.16 | Innovative employment hubs | Concept | <div></div> | | | | | 4 | S,F,O |
| G4.17 | Waterworld site redevelopment Norlane | Concept | <div></div> | | | | | 5–20 | L,S,O |
| BELLARINE PENINSULA | | | | | | | | | |
| P4.18 | Point Lonsdale lighthouse reserve development | Planning | <div></div> | | | | | | L,O |
| P4.19 | Fort Queenscliff precinct | Planning | <div></div> | | | | | 10 | S,F,O |
| SOUTHERN GOLDEN PLAINS | | | | | | | | | |
| P4.20 | Bannockburn central shopping precinct | Pre-construct | <div></div> | | | | | 14 | O |
| TORQUAY | | | | | | | | | |
| T4.21 | Torquay Surf City precinct | Feasibility | <div></div> | | | | | 45 | L,S,F,O |
| T4.22 | Lorne Point Grey precinct | Planning | <div></div> | | | | | 5 | L,S,F |
| COLAC | | | | | | | | | |
| C4.23 | Colac CBD & Entrances project | Planning | <div></div> | | | | | 50 | L,S,F |
| C4.24 | Colac Beechy Precinct facilities | Pre-construct | <div></div> | | | | | 8 | S,F |

Our unique environment is critical to achieving the vision of the G21 region as a desirable destination for living and visiting. It is a driver for the region's economy and forms a highly valued element for residents and visitors alike.

2.6 ENVIRONMENT

2.6.1 Key challenges and opportunities

What type of environment do we want in 2050?

The Growth Plan and a range of other strategies identify a diverse portfolio of significant natural assets in the region including bays, coasts, rivers and wetlands, national, state and regional parks, conservation reserves and other areas of high biodiversity value. These areas provide a range of important values including marine and terrestrial ecosystem services, recreation and tourism, landscape, health and wellbeing, liveability and water quality.

The rapid growth of the region, adjoining regions and Melbourne, along with increased tourism and recreational visitation, will place additional pressure on the region's natural assets. These pressures include changing community expectations for access and new infrastructure, competition for resources, urban development pressures, which if not carefully managed, may result in habitat and biodiversity stress or loss, and a reduction in environmental values.

Adjustments to the effects of predicted climate change and variability will also provide a series of challenges to future management of the region's natural assets as it grows.

A more sustainable approach towards growth planning needs to have regard to the protection and enhancement of the region's core natural assets as central to its social and economic future.

The directions of the *G21 Region Plan* and principles of the Growth Plan recognise the need to protect, restore and enhance the quality of our land and marine areas, waterways and water resources, biodiversity and soils while responding to new challenges such as climate change.

The Growth Plan also identifies the need to build landscape resilience and to protect or enhance the environmental condition of the region's parks and reserves.

What is environmental infrastructure?

At a local level, local government, committees of management, Parks Victoria and other state government agencies undertake a range of infrastructure works to manage community access to, and levels of use of, public land and maintain asset condition and visitor safety such as paths, piers and ramps, fencing, amenities, club rooms, car parks and protection works. Managing the impacts of growth and visitation on the coast is a significant financial resource challenge for organisations such as coastal committees of management.

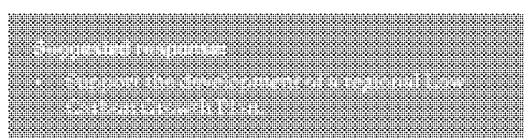
In cooperation with government, a similar approach is adopted by landholders and community groups throughout the region to protect high value environmental assets on private land, and maintain the sustainable productive capacity of the region.

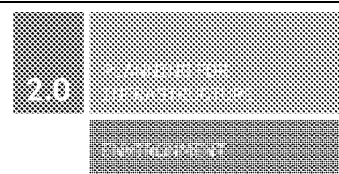
This work is appropriately managed at the local level to respond to localised issues and challenges. It can be enhanced however, through broader strategic coordination and regional vision for the protection of the region's coast, waterways and major parks.

The *Corangamite Regional Catchment Strategy 2013-19*, its sub strategies including Waterway Strategy under development, Marine and Coastal Biodiversity Strategy, Native Vegetation Plan and Soil Health Strategy and the future regional Coastal Action Plans will provide a framework for this work, informed by strategies such as the Growth Plan and Implementation Plan priorities.

The other key approach to environmental infrastructure is to holistically embed environmental considerations into the design and planning of all infrastructure to minimise the environmental impacts of urban activity.

Strategies such as the *Geelong Low Carbon Growth Plan* or the OECD's *Financing Green Urban Infrastructure* paper identify environmental, social and economic benefit opportunities associated with renewable energy/ cogeneration infrastructure, building refits, public and active transport, water storage and re-use, stormwater and waste management infrastructure and green space investment. Expansion of the *Geelong Low Carbon Growth Plan* across the region has the potential to contribute to a reduced regional carbon footprint and facilitate new industry opportunities.





In the context of climate change and variability and increasing energy costs, improved coordination and planning between land managers and infrastructure providers is required to achieve improved environmental outcomes.

Unlike the other infrastructure elements of the regional Infrastructure Plan, the plan for the environment focuses on identifying key strategies that will enhance and link the region's key natural values, and public land open spaces. This includes the region's national, state and regional parks and other public land resources including coastal reserves and major rivers and waterways. Some of the region's waterways such as the Moorabool River are highly stressed and degraded.

This approach provides the necessary strategic linkages with the *Corangamite Regional Catchment Strategy 2013-19* and its sub-strategies, future regional Coastal Action Plans and public land strategies and the state government's future *Healthy and Productive Public Lands Strategy*.

Regional natural open space assets

The Growth Plan identifies our key public land environmental assets as:

- The Corio, Swan and Port Phillip Bays and Surf Coast/Colac Otway coasts, coastal reserves and marine areas including Marine National Parks and sanctuaries
- National, State and Regional Parks including Brisbane Ranges and Great Otway National Parks, Otway Forest Park and the You Yangs Regional Park
- Wetlands and waterways - a range of high value waterways including the Barwon, Moorabool and Leigh Rivers and the internationally significant Ramsar listed Lake Connemara.

While this collective asset is important for the region's future, there is no clear vision for it to drive and coordinate key actions and projects to protect and enhance it. A regional level strategy would assist in the development of a vision, identification of risks and appropriate response actions that build resilience and enhance these assets.

2.6.2 Current projects and strategies

Climate and the coast:

- *Climate Resilient Communities of the Barwon South West* aims to increase capacity to manage risks and build preparedness for extreme climate events. The project aims to identify priority projects that may have infrastructure implications that could be considered in any review of the Implementation Plan

- *Corangamite Natural Resource Management Planning for Climate Change* will guide planning for climate change impacts on the region's natural resources and to maximise the environmental benefits of carbon farming projects. The plan will help to guide where biosequestration projects should be located in the landscape to both maximise the benefits for biodiversity, water and agricultural production, and to minimise any perverse outcomes
- The *Bellarine Corio Local Coastal Hazard Assessment* will assess the future vulnerability of the Bellarine and Corio Bay coastline to the predicted effects of climate change and future sea level rise. This project, funded through the state's Future Coasts program, also complements the City of Greater Geelong's *Climate Change Adaptation Strategy*. Similar assessment work should be undertaken for the remainder of the region's high risk coastal areas
- The various committees of management have detailed adopted Coastal Management Plans which identify infrastructure priorities, while the Central and Western Coastal Boards have Coastal Action Plans in place to address specific coastal issues linked to the *Victorian Coastal Strategy*.

Linking and resilience strategies:

- The *Corangamite Regional Catchment Strategy* identifies a series of objectives and actions to achieve the goal of increasing the protection, enhancement and restoration of valuable natural resources to improve health and sustainable productivity of the Corangamite catchment. A proposed NRM Plan for climate change will involve strategic remnant vegetation and wetland protection and revegetation.
- *Corangamite Waterway Strategy* will replace the Corangamite River Health Strategy and Wetland Strategy in mid 2014. It will guide investment and activity to protect and improve the health of high value rivers, estuaries and wetlands in the Corangamite CMA region.
- *G21 Regional Trails Master Plan* including the Barwon River Parklands Strategy and project.

| Suggested response: |
|--|
| <ul style="list-style-type: none"> • Support regional-level community groups and landholders in developing and implementing localised strategies consistent with the aim of enhancing the natural values (biodiversity and landscape) of our key regional natural open spaces. • Support project work on water projects and strategies to undertake adaptation and practice critical for environmental outcomes and landscape resilience, consistent with regional natural values and open spaces. |

2.6.3 Critical projects

It is important to reinforce that the Infrastructure Plan focus is not on the development of an environmental strategy. It is specifically focused on building on existing public assets. A range of agencies and organisations continue to plan and invest in a range of actions aimed at improving the region's environment. This work is important and strongly supported.

Schedule 5 identifies the key projects required to address these challenges. They are also depicted geographically on **Map 10**. The following projects are considered to be short term priorities:

- Implementation of the Corangamite Regional Catchment Strategy and sub strategy key actions
- Continue Barwon River Parklands Strategy project implementation.

2.6.4 Further work priorities

The following projects are focused on the development of key strategies to enhance and link the region's key natural public land open spaces and respond to short to medium term challenges:

- Development of a coastal vulnerability assessment for high risk areas of the Surf Coast - Colac Otway coast between Point Impossible and Cape Otway
- Development of an infrastructure assets and coastal vegetation reestablishment management strategy for the region's coastline in response to completed coastal vulnerability assessments
- Development of a Regional Natural Assets and Open Space Strategy
- Development of a Moorabool River Health Strategy including extension of Barwon Parklands Strategic Plan up the lower Moorabool River
- Development of a Barwon Otway Strategic Bushfire Management Plan.

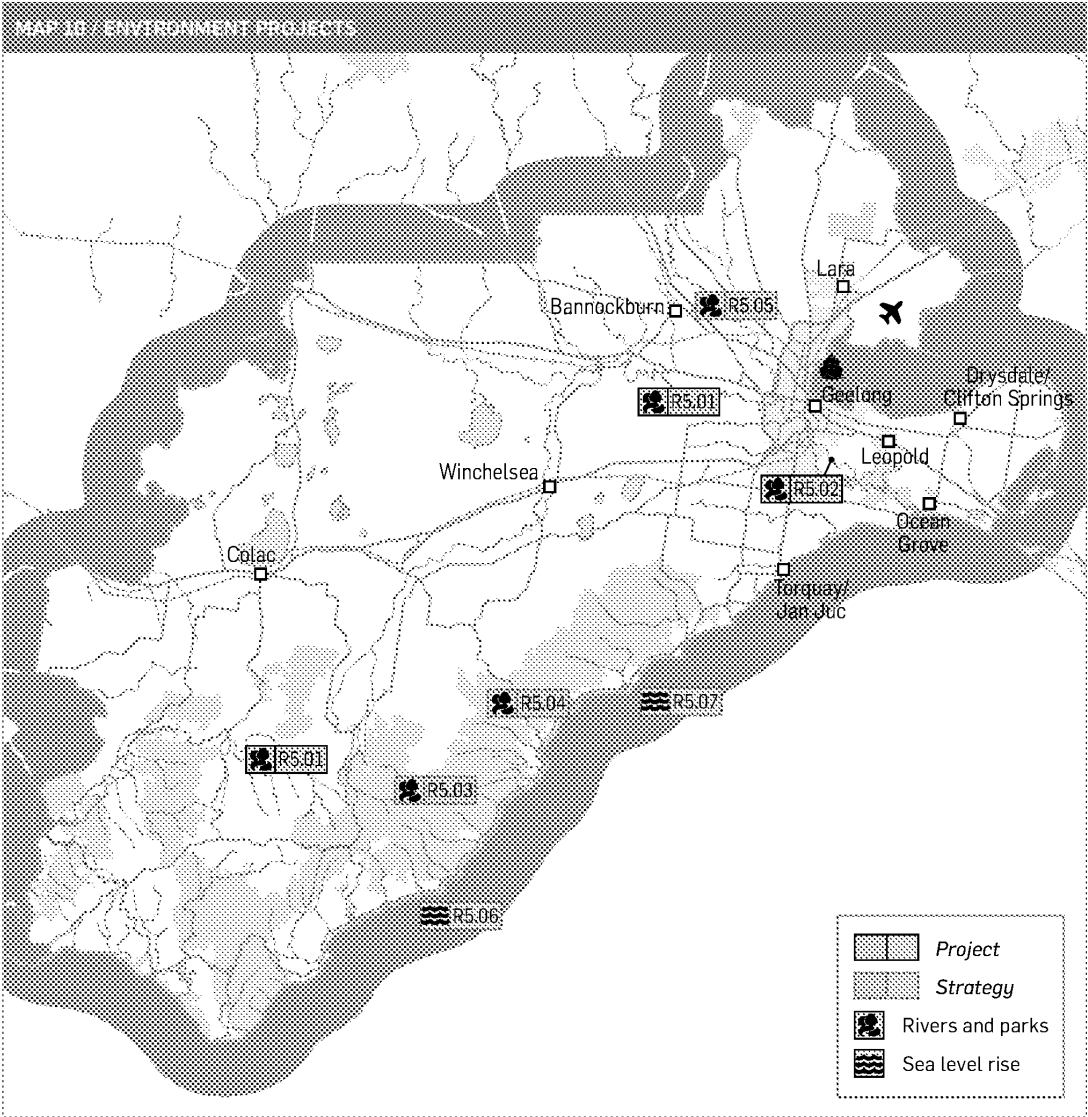
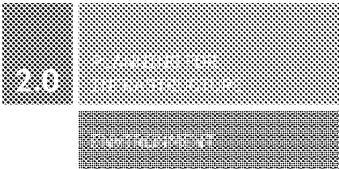
FUTURE PROJECT - REGIONAL NATURAL ASSETS AND OPEN SPACE STRATEGY

The development of a Regional Natural Assets and Open Space Strategy is an overall plan for the region's high value natural assets and public land which will provide for:



- achievement of a vision and values for combined natural assets
- identification of asset decline threats and identify appropriate management strategies and priority actions
- identification of migration/biolink corridors between key natural and public land assets to link, enhance, buffer and build resilience of assets
- key supporting infrastructure priorities including identification of major road level car parking and amenity priorities
- an asset augmentation strategy including a conservation land purchase program, application of vegetation offsets and investigation of funding strategies and models including Development Contribution Plans
- directions to ensure coordination of works to achieve improved environmental outcomes
- alignment to other national, state and local strategies such as the Corangamite Regional Catchment Strategy.

The strategy should ideally be developed at a high priority in partnership between G21, local and state government and other key land manager planning agencies including Parks Victoria, Corangamite CMA, coastal boards and employers of management.





ENVIRONMENT

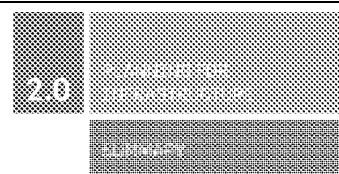
| Ref. | Project title | Current Status | Delivery timeframe | | | | | Indicative cost \$M | Funding source |
|--|---|----------------|------------------------|-----------|-----------|-----------|-----------|---------------------|----------------|
| | | | 2014 – 17 | 2017 – 20 | 2020 – 25 | 2025 – 35 | 2035 – 50 | | |
|  | RIVERS AND PARKS | | | | | | | | |
| PROJECTS | | | | | | | | | |
| R5.01 | CCMA Regional Catchment Strategy major waterways enhancement and linkage projects | Pre-construct | <div><div></div></div> | | | | | 15 | L,S,F |
| R5.02 | Implementation of Barwon River Parklands projects | Pre-construct | <div><div></div></div> | | | | | 13.2 | L,S,F |
| STRATEGIES | | | | | | | | | |
| R5.03 | Regional Natural Assets and Open Space Strategy | Concept | <div><div></div></div> | | | | | ✦ | L,S |
| R5.04 | Barwon-Otway Strategic Bushfire Management Plan | Concept | <div><div></div></div> | | | | | ✦ | L,S |
| R5.05 | Moorabool River Health Strategy | Concept | <div><div></div></div> | | | | | ✦ | L,S |
|  | SEA LEVEL RISE | | | | | | | | |
| STRATEGIES | | | | | | | | | |
| R5.06 | Coastal vulnerability assessment Surf Coast – Colac-Otway coast | Concept | <div><div></div></div> | | | | | ✦ | L,S |
| R5.07 | Coastal vulnerability assets management strategy | Concept | <div><div></div></div> | | | | | ✦ | L,S |

✦ Detailed project scoping required to identify costs for undertaking strategy projects

KEY

L Local government S State government F Federal government O Other (private, internal & tariffs) D Development contributions





The G21 Regional Growth Plan - Infrastructure Plan provides a consolidated view of the important projects required to capitalise on existing infrastructure to support growth, achieve the region's vision and potential to secure its future.

2.7 CRITICAL PROJECTS FOR A REGION OF 500,000

The Infrastructure Plan provides a holistic picture of the infrastructure required to support strategic growth of the region. While all these projects are important, there are a smaller number of catalytic projects that are region shapers and drivers. The core catalytic projects are:

- Connection of the Geelong Ring Road to the Bellarine Peninsula
- Geelong Ring Road and rail freight connections to Geelong Port and GREP
- Major upgrades of the Great Ocean Road and key connecting routes to the Princes Highway
- Geelong Port shipping channel access and berthing improvements
- Avalon Airport precinct development and rail link.

These are supported by a number of other key projects which stimulate employment and housing growth in District Towns or address regional issues and priorities:

Transport

- Upgrades to key transport links from Geelong to growth areas in Armstrong Creek and Torquay
- Princes Highway duplication to Colac
- Midland Highway duplication to Bannockburn
- Rail corridor upgrades Geelong - Grovedale and station upgrades
- Public transport service improvements in Geelong and to Colac, Bannockburn, Torquay and the Bellarine Peninsula.

Utilities

- Main outfall sewer duplication to Geelong
- Colac water supply and water reclamation plant upgrade
- Potable water trunk line connection to Lethbridge intensive agriculture node
- Gas provision to Bannockburn and Winchelsea
- Drainage infrastructure for GREP and Colac.

Community facilities


- Regional Research and Information centre
- Vocational training school in northern Geelong
- Centre for Advanced Design in Engineering Training (CADET)
- Geelong Centre for Emerging Infectious Diseases
- Bellarine Community Health Centre facility upgrades
- Colac Area Health centre expansion
- Expanded Community Health Centre services in northern Geelong, Bannockburn and Winchelsea
- Redevelopment of GPAC and Geelong Gallery
- Regional Trails Network implementation
- Completion of Simonds Stadium development
- Emergency services facilities in Armstrong Creek, Bannockburn and Colac

Business and tourism

- Portarlington Safe Harbour development
- Apollo Bay harbour precinct development
- Queenscliff ferry terminal facilities upgrade
- Colac Livestock Selling Centre redevelopment
- Geelong Convention and Exhibition Centre and Yarra Street Pier construction
- Colac CBD and Entrances project implementation
- Torquay Surf City precinct development.

The further work priorities include:

- Road and rail freight connections to Ring Road, Port and GREP options study
- Geelong stabling yards relocation options study
- Colac bypass land use planning and route designation
- Development of a Geelong Integrated Transport Plan
- Development of a next generation waste management and resource recovery plan
- Preparation of a Central Geelong Master Plan
- Coastal vulnerability assessments and asset management strategies
- Development of a Regional Natural Assets and Open Space Assets Strategy.



3.0

LAND SUPPLY AND STRATEGIC HOUSING INCENTIVES

Providing incentives for housing in strategic locations and the timely provision of land supply for housing and employment needs is vital to support the region's future growth



Having incentives to support key strategic housing outcomes, including sufficient residential and industrial land supply in the right locations, is important for providing future housing and employment needs and supporting housing diversity, choice and affordability.

3.1 INTRODUCTION

The Growth Plan identifies a number of key objectives and outcomes for future housing provision in the region:

- providing greater housing choice to meet the changing needs of households
- encouraging medium to high density living in identified precincts such as Central Geelong, Fyans - West Fyans Street Precinct and Waurin Ponds
- supporting urban regeneration objectives in centres such as Corio and Norlane
- supporting the timely development of short to medium term growth areas identified in District Towns and growth area structure plans and strategic policy
- supporting further longer term growth in Colac and Winchelsea
- ensuring adequate supply of residential and employment land in the right locations to meet future growth needs.

This section of the Implementation Plan identifies key barriers, considerations or challenges to the full achievement of these objectives and outcomes. It also sets out a range of policy and other actions necessary to facilitate orderly sequencing of planned growth to build on infrastructure investment and priorities; summarises the current residential and industrial land supply across the region and its key centres; and provides direction around supply adequacy and land release timing.

This information is critical to future land use and infrastructure planning activities and land release timing.

Consultants Urban Enterprise and Spatial Economics were engaged to assist in the identification of strategic housing incentives and development of land supply reports to inform the Implementation Plan directions. These reports have been prepared following a range of interviews with stakeholders in the land planning and property industry to test assumptions, data accuracy and methodology.

3.2 STRATEGIC HOUSING INCENTIVES

The *Background Report* and informing document *Strategic Housing Incentives Action Plan* identify a range of barriers to achieving the desired outcomes as well as a series of region wide and localised incentives.

3.2.1 Barriers to growth

Barriers or challenges to achieving strategic residential growth objectives in planned growth areas and urban renewal and regeneration areas have been identified based on consultation with key stakeholders and policy review and are summarised in **Figure 2**.

Barriers and challenges to residential growth represent a variety of issues which are often intrinsically interlinked or inter-dependent and represent different phases of the land release or development processes. They range from:

- **the initial identification of land or investigation areas for residential development within strategic planning policy** - barriers to this type of growth are often physical or environmental, relating to the need for detailed investigation work and robust strategic planning to understand the capacity, requirements and development potential of future growth areas
- **housing development and delivery** - barriers to delivery are often regulatory or financial and can be driven by factors such as wider economic conditions, costs associated with development and the restrictions imposed by the regulatory process.

Other barriers such as issues with amenity and locational characteristics, perceptions of different areas and community attitudes to development, can also impact on the viability of development and the efficiency of the approvals process.



FIGURE 2 - SUMMARY OF GROWTH, DEVELOPMENT AND INVESTMENT FACTORS

| Planning for growth and land supply | Infrastructure |
|---|---|
| <ul style="list-style-type: none"> adequacy and supply of suitable residential zoned land to meet demand for future growth limited diversity of housing stock land ownership issues such as fragmented land ownership, difficulties in land assembly, land banking land contamination, particularly in urban renewal and regeneration areas potential capacity of some identified growth areas limited (or costly to develop) by inherent attributes, values and physical constraints | <ul style="list-style-type: none"> timely delivery and adequacy of transport, community and social infrastructure (such as roads, public transport education, health, emergency services and community facilities) availability of servicing and utilities (drainage, sewerage, water, power, gas, telecommunications) access to employment opportunities and adequate services and facilities |
| Development viability | Development Approval and Community Relations |
| <ul style="list-style-type: none"> cost and availability of finance for development lack of market demand and confidence (wider macro-economic conditions) and high land and construction costs (particularly for urban renewal areas) access to government funding and public resources to drive development (particularly in renewal areas) unrealistic land valuations and developer expectations additional unforeseen costs such as remediation, land assembly, holding costs developer and infrastructure contributions and costs affordable options in competing locations/developments level of amenity | <ul style="list-style-type: none"> complexity of planning process can impact on project costs including expert studies, time delays, increased holding costs and level of certainty or risk currency of strategic policy and structure planning frameworks appropriate local government resources to adequately service strategic and statutory planning requirements |

For planned growth areas issues impacting on growth and land release include:

- land ownership complexities limiting level of supply potential
- site constraints and impediments not clearly understood when identifying supply potential
- access to critical infrastructure and amenity
- need for supporting strategic planning and development approval processes to ensure a robust housing and land supply.

For urban renewal and regeneration areas issues impacting on activity include:

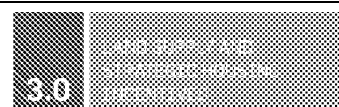
- Central Geelong - demand and developer confidence, competition from more affordable locations, level of infrastructure and amenity, high land values and construction costs, complexity of planning provisions
- Fyans - West Fyans Street Precinct - need to resolve ownership, flooding, odour and contamination constraints in addition to managing land use transition to unlock potential

- Corio Norlane - need for ongoing investments in amenity improvement to capitalise on affordability and encourage more people to move to the area.

3.2.2 Incentives Action Plan

The *Strategic Housing Incentives Action Plan* identifies the potential for a range of strategies and actions targeted at wider strategic initiatives applicable to the G21 region and location specific initiatives which address the identified issues:

- regional initiatives - targeted at the wider G21 region and ensuring that the common strategic housing growth challenges are addressed across planned growth and urban renewal areas
- urban renewal and regeneration initiatives - providing specific localised actions to stimulate development and targeted investment in identified areas
- growth area initiatives - specific targeted actions required to ensure that land release and housing growth is supported where and when it is required.



Regional Initiatives

Identified actions (refer **Figure 3** summary) focus on supporting housing growth, critical infrastructure and the management of timely planning processes as the key ingredients of land release at a strategic region-wide level:

- planning for housing growth and land supply - ensuring an adequate land supply and diversity in housing stock
- infrastructure - supporting delivery of the key regional and local infrastructure projects required to support growth
- development approvals and planning process - to support timely land release and minimise land costs.

Urban renewal and regeneration initiatives

Each urban renewal area is unique with different characteristics and issues influencing the potential for residential development and investment, owing to their differing locations and market profile. Identified actions (refer **Figure 4** summary) seek to assist existing development proposals and attract new development opportunities, improve perceptions and raise awareness, improve amenity and reduce development costs:

- provision of property information including up to date land supply and site identification
- direct assistance including technical, regulatory and planning advice
- investment and marketing campaigns and strong branding to convey the variety of development opportunities
- utilisation of government land assets where feasible
- fiscal incentives
- ensuring that supporting infrastructure is in place
- improvement of amenity and the public realm.

Key infrastructure projects, such as Vision 2 in Central Geelong, have the potential to improve perceptions, create enhanced liveability and accelerate investment and development.

Growth area initiatives

Key strategies (refer **Figure 5** summary) focus on understanding land supply capacity, issues affecting the release of land for housing and provision of housing diversity:

- ensuring land supply is monitored and updated
- investigating the physical constraints in key growth areas
- resolving land ownership and assembly issues

- supporting medium density development in appropriate locations
- delivering key local infrastructure projects required to facilitate growth or development
- providing adequate resources to support the planning process and ensure that sufficient land supply is identified, monitored and delivered when required
- Structure Planning in Colac and Winchelsea to identify areas for future growth.

Suggested responses

- That key strategies and actions identified have been identified by G21 councils in the review of structure plans, planning, controls and policy and Municipal Strategic Statements and preparation of LPPs, as well as setting strategies, targets and identification and capital works programs.
- That the City of Greater Geelong consider the possibility of using post code promotion campaigns and supporting planning advice arrangements for central Geelong, Colac Pindarie and Warrnambool support projects including potential future square Enterprise Geelong and Central Geelong marketing centres.
- That the City of Greater Geelong in partnership with DTPFL, Plover Victoria, Victorian and Garrison Water examine opportunities to establish a planning and delivery mechanism vehicle to drive further master planning, land assembly, infrastructure planning to progress activity in the Warrnambool Street Project.
- That key state government departments and agencies including DTPFL, Plover Victoria, DUE and the Office of Planning, Garrison Water be actively engaged and encouraged to partner in the implementation of land release actions particularly around coordination and planning of government land and infrastructure coordination in key nodes and transit towns.
- Land supply be regularly monitored across the region with a focus on the hot spots and major urban areas.
- Progress on the strategies and actions is monitored as part of the Implementation Plan review.

| FIGURE 3 / REGIONAL INITIATIVES | | | |
|--|--|---|-----------------------------|
| Planning for growth and land supply | | | |
| Issue | Strategy/Action | Responsibility | Importance (timeframe) |
| Providing adequate lot supply | <ul style="list-style-type: none"> Review structure plans in line with Growth Plan including analysis of identified growth area suitability/capacity Monitor 15 year land supply and growth activity annually Support local government resourcing | Local councils
G21 advocacy | High (Ongoing) |
| Diversity and density of housing stock | <ul style="list-style-type: none"> Stimulate development in key urban regeneration and renewal areas by: <ul style="list-style-type: none"> direct development support such as a Postcode 3220 program, site data and market information, assistance and advice and investment attraction campaign using surplus state and local government land fiscal incentives such as rate relief, DCP payment deferrals Improve housing diversity and choice in growth area townships by: <ul style="list-style-type: none"> identifying key infill sites around activity centres supporting rezoning of identified urban consolidation or housing diversity areas using appropriate planning controls to encourage minimum and higher densities identified infill sites/areas | Local councils
State government
DTPLI | High (short – medium term) |
| Infrastructure | | | |
| Provision of critical infrastructure | <ul style="list-style-type: none"> Delivering key infrastructure in line with Implementation Plan Support key local infrastructure projects provision Ensure Structure Plans identify infrastructure and DCP requirements | Local councils
Federal and state government
DTPLI
G21 advocacy | High (Ongoing) |
| Development support and planning government roles | | | |
| Planning processes to support efficient land release | <ul style="list-style-type: none"> Deliver best practice and consistency in approvals process including approvals tracking, indicative timeframes, transparent dialogue and development assistance in complex urban renewal areas Ensure strategic planning frameworks are in place to facilitate development in identified areas Review controls in urban renewal areas to ensure they are effective Appropriate resourcing of local government to undertake planning activity | Local councils
DTPLI | High (short term – ongoing) |

FIGURE 4 / URBAN RENEWAL AND REGENERATION INITIATIVES

CENTRAL GEELONG

Development to all other

| Issue | Strategy/Action | Responsibility | Importance
(timeframe) |
|--|---|---|-------------------------------|
| Difficulty in delivering competitive priced high density housing | <ul style="list-style-type: none"> Rollout and expand Post Code 3220 project including: <ul style="list-style-type: none"> provision of data on development opportunities, data base of interested owners and investors and potential purchasers, property data developer assistance including expert technical advice, regulatory issues support, dedicated teas to support key projects promote 3220 project in Melbourne and regionally and develop investment prospectus, target national developers and convey 'Open for Business' Utilise state government and council land assets, identified through audit process, for demonstration or private development projects Provide fiscal incentives including development phase rate deferrals, construction phase infrastructure contribution deferrals, Support Central Geelong Urban Living Project including role of Housing Associations and establishment of a Property Assessment Feasibility Fund | City of Greater Geelong

Development industry | High – Medium
(short term) |

Immediate Area

| | | | |
|--------------------------------|---|--------------------------------------|--------------------------------|
| CBD infrastructure and amenity | <ul style="list-style-type: none"> Improve landscape, streetscapes and public realm through support of Vision 2 initiatives including green spine, arrivals, city heart and laneways Support regionally significant development projects Provide necessary utility infrastructure to support critical mass | City of Greater Geelong

DTPLI | High
(short term – ongoing) |
|--------------------------------|---|--------------------------------------|--------------------------------|

» IMPROVE LANDSCAPE, STREETSCAPES AND PUBLIC REALM THROUGH SUPPORT OF VISION 2 INITIATIVES INCLUDING GREEN SPINE, ARRIVALS, CITY HEART AND LANEWAYS

CORIO/ NORLANE

| Development Implementation | | | |
|---|---|---|--------------------------------------|
| Issue | Strategy/Action | Responsibility | Importance (timeframe) |
| Difficulty in land assembly, perceptions, delivery of major sites and increased diversity | <ul style="list-style-type: none"> Consider Postcode 3214 project including: <ul style="list-style-type: none"> provision of data on development opportunities including public land assets, data base of interested owners and investors and potential purchasers, property data developer assistance including expert technical advice, regulatory issues support, dedicated teas to support key projects promote 3214 project in Melbourne, regionally and nationally, develop investment prospectus, target experienced developers, establish consistent branding Assist delivery of large scale sites including strategic investigation of sites identified in Corio Norlane Structure Plan including former school sites and consider applying new Residential Growth Zone at these sites. Increase housing diversity around activity centres by: <ul style="list-style-type: none"> identifying infill development opportunities within 400m walking catchment supporting development in 'Increased Housing Diversity Areas' applying Development Plan Overlay tool in targeted locations | City of Greater Geelong
DTPLI
Office of Housing | High – Medium (short term – ongoing) |
| Infrastructure | | | |
| Level of infrastructure and amenity | <ul style="list-style-type: none"> Improve landscape, streetscapes and public realm through key projects including Bacchus Marsh Road boulevard treatment, Stead Park facilities investment; general streetscape improvements Support community infrastructure improvements including education, community health and recreation facilities and community hubs Deliver necessary utility services | City of Greater Geelong
DTPLI | High – Medium (short term – ongoing) |
| Development support and planning services | | | |
| Planning processes support efficient land release | <ul style="list-style-type: none"> Funding to facilitate development of PSPs and DCPs | City of Greater Geelong
State government
DTPLI | |



FYANS/WEST FYANS STREET PRECINCT

| Development Initiatives | | | |
|---|---|----------------------------------|---------------------------|
| Issue | Strategy/Action | Responsibility | Importance (timeframe) |
| Need for comprehensive approach to transform precinct | • Establish a 'planning and development delivery vehicle' to drive master planning, land assembly, infrastructure investment, marketing, managing industry transition | City of Greater Geelong
DTPLI | High
(short – medium) |
| | • Further assess area constraints including flooding, contamination and heritage | Places Victoria | |
| | • Facilitate land assembly including potential demonstration projects on public assets identified through an audit process, consider strategic land acquisition | Developers | |
| | • Stimulate demand by providing market information, direct assistance and technical advice, targeting key developers and market opportunities through rebranding and use of fiscal incentives including rate or DCP deferrals | | |
| | • Dedicated team for approvals process support | | |
| Infrastructure | | | |
| Level of infrastructure and amenity | • Support infrastructure improvements including traffic management works on West Fyans Street and intersection with Latrobe Terrace and pumping station odour management | VicRoads
Barwon Water | |

» SUPPORT INFRASTRUCTURE IMPROVEMENTS INCLUDING TRAFFIC MANAGEMENT WORKS ON WEST FYANS STREET AND INTERSECTION WITH LATROBE TERRACE AND PUMPING STATION ODOUR MANAGEMENT

FIGURE 5 / GROWTH AREA INITIATIVES

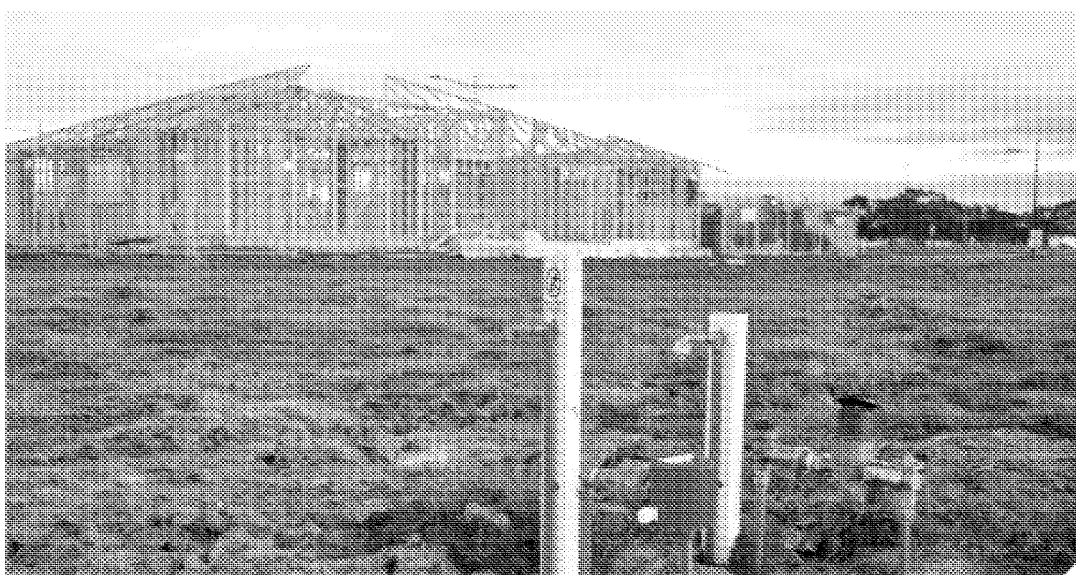
ARMSTRONG CREEK

Growth planning and land security

| Issue | Strategy/Action | Responsibility | Importance (timeframe) |
|---|--|---|--------------------------------------|
| Physical and environmental constraints to development | <ul style="list-style-type: none"> Assess constraints in context of developing PSPs and monitor lot supply data regularly | <p>City of Greater Geelong</p> <p>DTPLI</p> <p>Developers</p> | High (short – medium term) |
| Fragmented land ownership | <ul style="list-style-type: none"> Facilitate land assembly or consortium approach in Marshall precinct by monitoring key site ownership, collaborative development of PSP dialogue and infrastructure coordination | <p>City of Greater Geelong</p> <p>State government</p> <p>DTPLI</p> | High – Medium (short term – ongoing) |

Infrastructure

| | | | |
|--------------------------------------|--|---|----------------------------|
| Provision of critical infrastructure | <ul style="list-style-type: none"> Delivering key transport infrastructure including public transport connections (Marshall station upgrade/new Grovedale station), premium bus services to Torquay, east-west link road, Surf Coast Highway upgrades Provision of key community infrastructure including schools, subregional library, regional sports centre, emergency services and health facilities Provision of utility services Prepare advance PSPs to identify critical infrastructure needs and identify delivery funding mechanisms | <p>DTPLI</p> <p>VicTrack</p> <p>PTV</p> <p>City of Greater Geelong</p> <p>DEECD</p> <p>CFA</p> <p>DHS/Barwon Health</p> | High (short – medium term) |
|--------------------------------------|--|---|----------------------------|





LARA

| Growth planning and framework | | | |
|---|---|--|-------------------------------------|
| Issue | Strategy/Action | Responsibility | Importance (timeframe) |
| Physical and environmental constraints to development | <ul style="list-style-type: none"> Assess constraints in two growth areas identified in Lara Structure Plan and monitor lot supply data regularly | City of Greater Geelong
DTPLI
Developers | High (short – medium term) |
| Fragmented land | <ul style="list-style-type: none"> Facilitate land assembly or consortium approach ownership in Lara West Growth Area by monitoring key site ownership, collaborative development of PSP | City of Greater Geelong
DTPLI
Landowners/ developers | High – Medium (ongoing) |
| Lack of housing diversity | <ul style="list-style-type: none"> Identify infill development opportunities within 400m of activity centres Support investigation and application of Residential Growth Zone to areas identified in Structure Plan for increased residential densities Support development in 'Increased Housing Diversity Areas' Targeted application of Development Plan Overlay Provide for housing diversity/medium density housing in PSPs | City of Greater Geelong
DTPLI
Landowners/ developers | High – medium (short term) |
| Infrastructure | | | |
| Provision of critical infrastructure | <ul style="list-style-type: none"> Delivering key transport infrastructure including 6 way intersection and rail overpass Provision of key community infrastructure including branch library and expanded town centre Ensure PSPs and DCPs prepared for growth areas | DTPLI
VicRoads
City of Greater Geelong | Medium – High (short – medium term) |

➤ SUPPORT INVESTIGATION AND APPLICATION OF RESIDENTIAL GROWTH ZONE TO AREAS IDENTIFIED IN STRUCTURE PLAN FOR INCREASED RESIDENTIAL DENSITIES

OCEAN GROVE

| Growth planning and implementation | | | |
|---|---|--|-------------------------------------|
| Issue | Strategy/Action | Responsibility | Importance (timeframe) |
| Physical and environmental constraints to development | <ul style="list-style-type: none"> Assess constraints in two growth areas identified in Ocean Grove Structure Plan and monitor lot supply data regularly | City of Greater Geelong

DTPLI

Developers | Medium (short term) |
| Fragmented land ownership | <ul style="list-style-type: none"> Monitor key site ownership, coordinate and facilitate development and infrastructure provision in North Eastern Growth Area | City of Greater Geelong

DTPLI

Landowners/ developers | High – Medium (short – term) |
| Lack of housing diversity | <ul style="list-style-type: none"> Identify infill development opportunities within 400m of activity centres Support investigation and application of Residential Growth Zone to areas identified in Structure Plan for increased residential densities Support development in 'Increased Housing Diversity Areas' Targeted application of Development Plan Overlay | City of Greater Geelong

DTPLI

Landowners/ developers | High – medium (short term) |
| Infrastructure | | | |
| Provision of critical infrastructure | <ul style="list-style-type: none"> Delivering key transport infrastructure including Grubb Road and Bellarine Highway duplication Provision of key community infrastructure including library expansion and amenity improvements Ensure PSPs and DCPs prepared for growth areas | DTPLI
VicRoads

City of Greater Geelong | Medium – High (short – medium term) |

➤ PROVISION OF KEY COMMUNITY INFRASTRUCTURE INCLUDING LIBRARY EXPANSION AND AMENITY IMPROVEMENTS



DRYSDALE/CLIFTON SPRINGS

| Growth Strategy Implementation | | | |
|--------------------------------------|---|--|-----------------------------|
| Issue | Strategy/Action | Responsibility | Importance (timeframe) |
| Fragmented land ownership | <ul style="list-style-type: none"> Facilitate land assembly or consortium approach in Jetty Road Growth Area by monitoring key site ownership and supporting initial developments and coordination of infrastructure and open space | City of Greater Geelong

DTPLI

Landowners/developers | High – Medium (medium term) |
| Lack of housing diversity | <ul style="list-style-type: none"> Identify infill development opportunities within 400m of activity centres Support investigation and application of Residential Growth Zone to areas identified in Structure Plan for increased residential densities Support development in 'Increased Housing Diversity Areas' Targeted application of Development Plan Overlay Provide for housing diversity/medium density housing in PSPs | City of Greater Geelong

DTPLI

Landowners/developers | High – medium (short term) |
| Infrastructure | | | |
| Provision of critical infrastructure | <ul style="list-style-type: none"> Delivering key transport infrastructure including a town bypass Provision of key community infrastructure including facilities at the Grubb Road Sewerage capacity upgrades Ensure PSPs and DCPs prepared for growth areas | DTPLI

VicRoads

City of Greater Geelong

Barwon Water | Medium – High (medium term) |

» IDENTIFY INFILL DEVELOPMENT OPPORTUNITIES WITHIN 400M OF ACTIVITY CENTRES

LEOPOLD

| Growth planning and form's results | | | |
|---|---|---|----------------------------|
| Issue | Strategy/Action | Responsibility | Importance (timeframe) |
| Physical and environmental constraints to development | <ul style="list-style-type: none"> Assess constraints of long term growth area identified in Leopold Structure Plan east of Ash Road and monitor lot supply data regularly | City of Greater Geelong

DTPLI

Developers | Medium (short term) |
| Fragmented land ownership | <ul style="list-style-type: none"> Facilitate land assembly or consortium approach in Ash Road Area by monitoring key site ownership and supporting initial developments and coordination of infrastructure and open space at Ash road | City of Greater Geelong

DTPLI

Landowners/ developers | High – Medium (short term) |
| Lack of housing diversity | <ul style="list-style-type: none"> Identify infill development opportunities within 400m of activity centres Support investigation and application of Residential Growth Zone to areas identified in Structure Plan for urban consolidation opportunities Support development in 'Increased Housing Diversity Areas' Targeted application of Development Plan Overlay | City of Greater Geelong

DTPLI

Landowners/ developers | High – medium (short term) |
| Infrastructure | | | |
| Provision of critical infrastructure | <ul style="list-style-type: none"> Provision of key community infrastructure including library and community hub Sewerage capacity upgrades Ensure PSPs and DCPs prepared for growth areas | DEECD

DHS/Barwon Health

City of Greater Geelong

Barwon Water | High (short – medium term) |

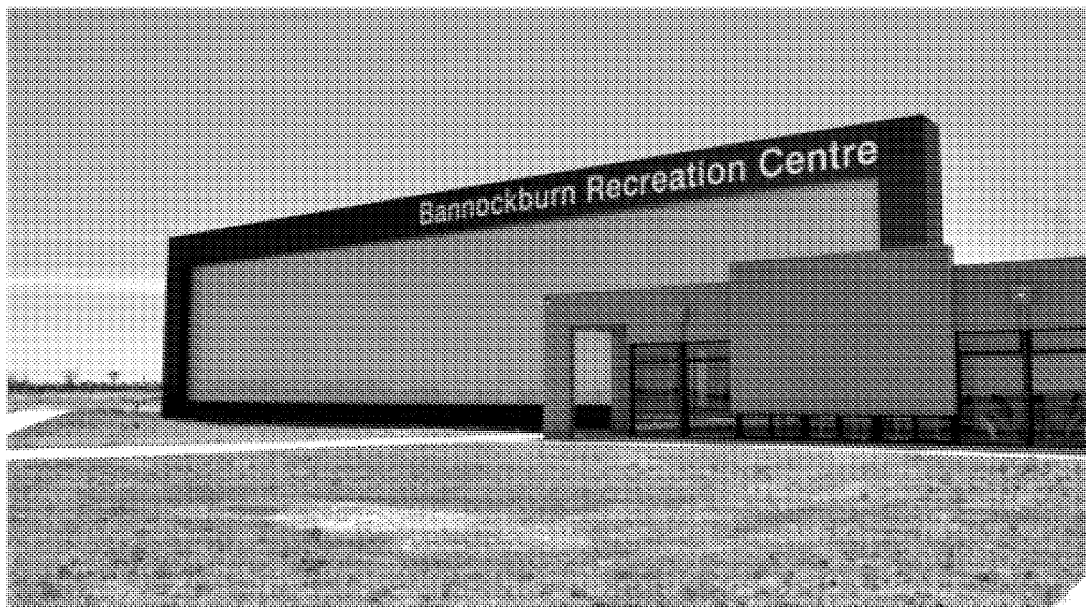
➤ SUPPORT INVESTIGATION AND APPLICATION OF RESIDENTIAL GROWTH ZONE TO AREAS IDENTIFIED IN STRUCTURE PLAN FOR URBAN CONSOLIDATION OPPORTUNITIES

Executive planning considerations

| Issue | Strategy/Action | Responsibility | Importance (timeframe) |
|---------------------------|--|---------------------|----------------------------|
| Lack of housing diversity | <ul style="list-style-type: none"> Identify infill development opportunities within 400m of activity centres Support investigation and application of Residential Growth Zone to areas identified in Structure Plan for 'consolidated residential' Targeted application of Development Plan Overlay | Golden Plains Shire | High – medium (short term) |

Abstract

| | | | |
|--------------------------------------|--|---------------------|-------------------------------------|
| Provision of critical infrastructure | • Delivering key transport infrastructure including Milton Street and Charles Road Bridges, 6 way intersection, Bannockburn Shelford Road, Midland and Hamilton Highway duplications, upgrade station and crossing | DTPLI | Medium – High (short – medium term) |
| | | VicRoads | |
| | | Golden Plains Shire | |
| | | Barwon Water | |
| | • Provision of key community infrastructure including education precinct, and emergency services precinct, | DEECD | |
| | • Water and sewerage capacity upgrades and natural gas connection | CFA | |
| | • Ensure PSPs and DCPs prepared for growth areas | SP AusNet | |



TORQUAY/JAN JUC

| Growth planning and land use | | | |
|--|---|--|-------------------------------------|
| Issue | Strategy/Action | Responsibility | Importance (timeframe) |
| Physical and environmental constraints | <ul style="list-style-type: none"> Assess constraints of identified growth areas to north east and north west of Torquay and monitor lot supply data regularly | Surf Coast Shire
DTPLI
Developers | High – Medium (short – medium term) |
| Pattern of land ownership | <ul style="list-style-type: none"> Monitor land ownership patterns and facilitate land owner dialogue, a land assembly or consortium approach and provide support to coordinate development proposal considerations | Surf Coast Shire
DTPLI
Landowners/ developers | High – Medium (medium – long term) |
| Lack of housing diversity | <ul style="list-style-type: none"> Identify infill development opportunities within 400m of activity centres Investigate the use of the use of the Residential Growth Zone or other mechanisms for areas identified for 'consolidation/ medium density housing' Targeted application of Development Plan Overlay | Surf Coast Shire
DTPLI | High – medium (short term) |
| Infrastructure | | | |
| Provision of critical infrastructure | <ul style="list-style-type: none"> Delivering key transport infrastructure including Surf Coast Highway widening and transit link to Geelong and premium bus services Provision of key community infrastructure including secondary school, subregional library and aquatic centre Upgrades to gas network and NBN rollout Ensure PSPs and DCPs prepared for growth areas | DTPLI
VicRoads
Surf Coast Shire
PTV
DEECD
SP AusNet | Medium – High (short – medium term) |
| Development viability | | | |
| Current market demand and high land prices | <ul style="list-style-type: none"> Ensure adequate supply of land and promotion of Torquay as key holiday and investment destination | DTPLI
Surf Coast Shire | Medium (short term – ongoing) |

» UPGRADES TO GAS NETWORK AND NBN ROLLOUT



WINCHELSEA

| Growth planning and land supply | | | |
|--|--|---|-------------------------------------|
| Issue | Strategy/Action | Responsibility | Importance (timeframe) |
| Physical and environmental constraints | <ul style="list-style-type: none"> Assess constraints of future growth areas and monitor lot supply data regularly | Surf Coast Shire
DTPLI
Developers | Medium (short – medium term) |
| Pattern of land ownership | <ul style="list-style-type: none"> Monitor land ownership patterns and facilitate land owner dialogue, a land assembly or consortium approach and provide support to coordinate development proposal considerations | Surf Coast Shire
DTPLI
Landowners/ developers | High – Medium (short term) |
| Transportation | | | |
| Provision of critical infrastructure | <ul style="list-style-type: none"> Delivering key transport infrastructure including Princes Highway Duplication Investigate community infrastructure needs for longer term growth through Structure Plan process Upgrades to gas network and NBN rollout Ensure PSPs and DCPs prepared for growth areas | DTPLI
VicRoads
Surf Coast Shire
SP AusNet | Medium – High (short – medium term) |

COLAC

| Growth planning and land supply | | | |
|---|--|---|-----------------------------------|
| Issue | Strategy/Action | Responsibility | Importance (timeframe) |
| Physical and environmental constraints to development | <ul style="list-style-type: none"> Assess constraints of long term growth areas identified in Colac Structure Plan east of Ash Road, support implementation of Colac Flood Study and monitor lot supply data regularly | Colac Otway Shire
DTPLI
Developers | Medium (short term – medium term) |
| Fragmented land ownership | <ul style="list-style-type: none"> Monitor land ownership patterns and facilitate land owner dialogue, a land assembly or consortium approach and provide support to coordinate development proposal considerations | Colac Otway Shire
DTPLI
Landowners/ developers | High – Medium (short term) |
| Transportation | | | |
| Provision of critical infrastructure | <ul style="list-style-type: none"> Delivering key transport infrastructure including Princes Highway duplication and town bypass, rail services improvements including passing loops Provision of key community infrastructure including CBD entrances project and Beechy Precinct Water supply and sewerage capacity upgrades and drainage works and NBN rollout Ensure PSPs and DCPs prepared for growth areas | DTPLI
VicTrack
PTV
VicRoads
Colac Otway Shire
Barwon Water | Medium (short – medium term) |

3.3 LAND SUPPLY

3.3.1 Supply

The Growth Plan identified that growth area planning across the region, along with infill housing capacity, was sufficient to meet the needs of a population of close to 500,000. It was acknowledged, however, that supply does not always match market demand in terms of location and choice and that a more detailed picture of land supply across the region is required.

Having a reliable, regularly updated picture of land supply is critical for future urban planning.

Since 2003 the state government's Urban Development Program (UDP) has provided municipal level industrial and residential land supply data for Melbourne and Geelong (including Torquay/Jan Juc). During 2009-2010, the UDP was expanded across key provincial areas in regional Victoria.

The UDP from 2004 to 2009 identified that the Geelong area during this period had sufficient residential broadhectare land stocks to meet between four to six years of projected demand. The estimated broadhectare lot capacity over this time period fluctuated from approximately 8,500 to 11,000 lots. In 2010, the latest published UDP reported that the Geelong region had a total residential broadhectare lot capacity of approximately 37,000 lots. This follows new growth areas such as Armstrong Creek, Ocean Grove North East Growth Area and Clifton Springs' Jetty Road Growth Area being rezoned or developed.

In terms of industrial land supply, the UDP has consistently reported there is sufficient land to meet over 25 years of future demand within the City of Greater Geelong. Adequacy of industrial land in Torquay/Jan Juc was not reported.

A series of *Land Supply Reports* have been developed for each municipality based on the methodology detailed in the *Background Report*.

Rather than identifying supply at a municipal level like the UDP, the Land Supply Reports provide residential and industrial land supply for each municipality which include the key growth centres and urban areas of:

- Geelong and Queenscliff (including separate data for Urban Geelong and Lara and the Bellarine Peninsula)
- Torquay/Jan Juc
- Winchelsea
- Colac
- Bannockburn.

Geelong's data has been split in two to reflect different housing markets, while retaining a sufficiently large area to maximise data quality and comparability and minimise small area data anomalies. Geelong's data also includes incremental or minor infill land supply given this infill housing activity accounts for a significant portion of new dwelling and lot construction.

For residential land supply, the reports identify broad hectare, major infill and rural residential supply levels to provide richer, 'real supply' data for different housing supply segments.

A summary of regional and major centre residential and industrial land supply is provided in **Figures 6 and 7**.





FIGURE 6 // LAND SUPPLY SUMMARY TABLES

Greater Geelong Residential Land Supply (including the urban of Geelong and Bellarine)

| SLA/Suburb/
LGA | Broad
hectare
(lots) | Major infill
(lots) | Minor infill
(lots under
5,000m ²) | Future
residential
(unzoned
lots) | Total urban
supply
(lots) | Rural Living/Low Density
Residential | |
|---------------------------------------|----------------------------|------------------------|--|--|---------------------------------|---|----------------|
| | | | | | | Occupied
(Ha) | Vacant
(Ha) |
| Armstrong
Creek | 12,549 | | 150 | 9,387 | 21,936 | - | - |
| Geelong | 4,531 | | 1,236 | 400 | 4,931 | 24.6 | 4.8 |
| Lara/Avalon | 289 | | 133 | 4826 | 5115 | 1,592.7 | 180.2 |
| Urban Geelong
total | 17,398 | 1,832 | 1,533 | 14,613 | 32,011 | 2,328.4 | 373.1 |
| Drysdale/Clifton
Springs | 2,770 | | 467 | 2,205 | 5,065 | 385 | 45.9 |
| Leopold | 456 | | 290 | 1,093 | 1,549 | 214.7 | 14.1 |
| Ocean Grove | 3,929 | | 404 | 436 | 4,365 | 189.1 | 10.4 |
| Bellarine
Peninsula total* | 8,740 | 54 | 2,113 | 9,387 | 21,936 | 1,748.5 | 189.9 |
| Geelong LGA* | 26,138 | 1,886 | 3,729 | 20,220 | 46,356 | 4,074.9 | 562.9 |

Regional Coastal Shire Land Supply (excluding Greater Geelong LGA)

| SLA/Suburb/
LGA | Broad
hectare/
Major infill
(lots) | Minor infill
(lots under
5,000m ²) | Future
residential
(unzoned) | Total urban
supply (lots) | Rural Living/Low Density
Residential | |
|---|---|--|------------------------------------|------------------------------|---|----------------|
| | | | | | Occupied
(Ha) | Vacant
(Ha) |
| Torquay/Jan Juc | 3,682 | 832 | 2,464 | 6,146 | 443.6 | 66 |
| Winchelsea | 129 | 46 | 135 | 313 | 208.4 | 32.9 |
| Surf Coast Shire
LGA | 3,852 | 1311 | 2,607 | 6,459 | 1,570.8 | 129.5 |
| Bannockburn | 844 | 96 | 2,276 | 3,120 | 627.5 | 111.4 |
| Southern Golden
Plains Shire LGA | 1,008 | 120 | 2,276 | 3,284 | 2,245.6 | 532.2 |
| Colac | 1,136 | 139 | - | 1,136 | 490.4 | 94.7 |
| Apollo Bay | 406 | 173 | 260 | 666 | - | - |
| Colac Otway
Shire LGA | 1,646 | 627 | 260 | 1,906 | 569.8 | 115.6 |

FIGURE 7 / INDUSTRIAL LAND SUPPLY

| Precinct/LGA | Zoned Industrial | | Future industrial
unzoned (Ha) | Recent average
annual industrial land
consumption (Ha) |
|---|---------------------|--------------|-----------------------------------|--|
| | Unavailable
(Ha) | Supply (Ha) | | |
| Heales Road (GREP) | 171.6 | 323.8 | | 3.6 |
| Geelong | 681.1 | 28.13 | | 2.28 |
| South Geelong (inc Fyansford) | 235 | 34.63 | | 1.66 |
| Armstrong Creek | - | 158.5 | 157.83 | - |
| Moolap | 364 | 34.61 | | 3.63 |
| Ocean Grove | 8.44 | 0.4 | | 0.18 |
| Point Wilson | 659 | 0.0 | | - |
| Greater Geelong LGA total | 2,133 | 592.9 | 157.83 | 11.63 |
| Torquay/Jan Juc | 10.1 | 21.2 | | 0.42 |
| Winchelsea | 13.7 | 6.39 | | 0.11 |
| Surf Coast Shire LGA total | 26.4 | 28.9 | | 0.55 |
| Colac | 116.3 | 70.99 | 34.5 | 1.5 |
| Colac Shire LGA total | 125.8 | 86.98 | 34.5 | 1.76 |
| Bannockburn | 6.69 | 2.12 | | 0.67 |
| Southern Golden Plains Shire LGA
total | 6.69 | 2.12 | | 0.67 |





Residential land supply summary

The land supply data indicates that the G21 region has a healthy level of land supply and development activity composition including:

- a diverse composition of development across established urban area, broad hectare and rural residential types
- multiple active development fronts with multiple developers
- a competitive land development environment ranging from local builders, owner/occupiers and state/national developers
- a relatively diverse housing and land product
- overall, ample capacity that is being realised.

As such the region compares favourably with Melbourne and comparable regional centres.

For municipalities and district towns the land supply data based on 2012 VIF population projections and current development activity indicates:

- Greater Geelong LGA - around 18 years of broad hectare zoned land supply and 14 years unzoned supply in planned growth areas. Even at a much higher population growth rate of 2.5% (equivalent to a 3% dwelling growth) zoned supply is around 12 years with a further 10 years planned growth supply identified.

Urban Geelong - a significant portion of urban Geelong's supply is located within Armstrong Creek, Lara and suburbs such as Waurin Ponds, Highton and Fyansford. Significant unzoned planned growth supply is identified at Armstrong Creek and Lara.

Bellarine Peninsula - a significant portion of the Bellarine's broad hectare supply lies within Ocean Grove and Drysdale/Clifton Springs with significant unzoned planned growth supply identified in Drysdale/Clifton Springs, Leopold and St Leonards.

In addition to broad hectare supply there continues to be significant infill activity occurring within established urban areas, a trend which is likely to continue. Within Geelong however there has been limited construction of higher density dwelling products.

- Surf Coast - the majority of broad hectare supply is located within Torquay/Jan Juc and Winchelsea. Torquay has approximately 13 years of zoned supply across diverse and active development fronts resulting in a competitive land development market, with a further 9 years unzoned planned growth supply. Torquay also has significant minor infill activity. Winchelsea has zoned and unzoned supply stocks of 8 years respectively

- Southern Golden Plains - the majority of broad hectare supply is located within Bannockburn with around 13 years zoned supply and over 25 years unzoned planned growth. Bannockburn is experiencing very active uptake of broad hectare and rural residential stocks. The surrounding centres of Inverleigh, Lethbridge and Teesdale and Batesford provide adequate supply of rural residential land
- Colac Otway - the majority of broad hectare supply is located within Colac and Apollo Bay. Colac has a broad hectare supply sufficient to meet expected demand for 18 years. There are relatively significant levels of small scale infill activity occurring in Colac. Rural residential supply is provided at smaller centres such as Birregurra.

Industrial land supply summary

The industrial land supply information indicates that the majority of industrial land stocks are located in Geelong and in the larger district towns of Colac, Bannockburn and Torquay. Industrial land stocks are well distributed across the majority of urban centres servicing both 'export' and 'local' service economy requirements. There are a variety of existing vacant zoned industrial allotments by zone type and lot size. In addition, there are significant future (unzoned) industrial areas identified to meet future needs. Across the G21 region, approximately 15 hectares per annum of vacant industrial land is consumed (for example vacant industrial land converted to an occupied use):

- 11.6 hectares per annum across the municipal area of Geelong
- 1.5 hectares per annum in Colac
- 0.7 hectares per annum in Bannockburn
- 0.4 hectares per annum in Torquay.

Based on the levels of recent annual land consumption (subdivision and development data over periods of around six years) the following generalised comments can be made around supply:

- Demand and subsequent supply of industrial allotments is generally less than 0.5 hectares, with 94% of all recently (since July 2006) constructed industrial allotments of this size. This largely reflects the needs to meet local economy service requirements

A SIGNIFICANT PROPORTION OF GREATER GEELONG'S VACANT SUPPLY LIES IN FRINGE DEVELOPING INDUSTRIAL PRECINCTS INCLUDING HEALES ROAD AND ARMSTRONG CREEK

- Greater Geelong has significant levels of supply; however, inner urban areas such as 'south Geelong' and 'central Geelong' while having significant levels of supply, it is anticipated that these industrial precincts will slowly exhaust supply levels over time given limited capacity to expand. It is considered that the industrial stocks located in Moolap, Ocean Grove and Portarlington are sufficient to meet the local service industry requirements across the Bellarine Peninsula subregion in the medium to longer term.

A significant proportion of Greater Geelong's vacant supply lies in fringe developing industrial precincts including Heales Road and Armstrong Creek. This reinforces the strategic significance of these areas and the need for strategic road and rail connections and other supporting infrastructure investments

- The majority of the Surf Coast Shire's supply is located in Torquay and Winchelsea. Supply levels are considered ample given historic demand levels, the economic roles of these urban centres and the likely future demand profiles for industrial land
- The majority of the Colac Otway Shire's vacant industrial land stock is located in Colac. It is considered based on likely future demand there is sufficient industrial land stocks to meet the long-term needs in Colac and other significant urban centres such as Apollo Bay
- All of the southern Golden Plains Shire's industrial land supply is located in Bannockburn where there are limited available zoned land stocks. Golden Plains Shire Council is actively pursuing the rezoning of new supply areas. The Gheringhap employment node will also provide important future supply opportunities.



3.3.2 Adequacy

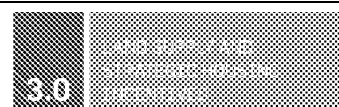
Ensuring adequacy of land supply is an important component of maintaining affordable housing price points, ensuring a broad range of housing choices and accommodating population growth. Similarly, overprovision of land supply can lead to higher servicing costs, infrastructure and service provision lags and isolated or disadvantaged communities. The costs and issues associated with the release of too much land supply are explored in more detail in the *Background Report* but they include:

- spreading of infrastructure demands
- the high cost of infrastructure provision and potential cost burden impacts on the broader community and creates higher housing costs
- impact on current infrastructure need and investment commitments and priorities.

The Growth Plan and lot supply reports identify the significant contribution infill housing activity makes to broader land supply levels and growth capacity of existing urban areas. The *State of Australian Cities 2013* report identifies the household and transport energy consumption costs, increased generation of waste, resource loss and greater vulnerability to climate variability as major implications of more dispersed low density car-dependent peripheral urban patterns. The report favours development of a more compact city with homes located near workplaces and/or along high capacity transport networks with high levels of accessibility and transport choice.

Key considerations for determining adequacy of supply and trigger points for new land to be rezoned/developed include:

- level of competition which can affect release rates and pricing
- extent of land that is not readily developable for example, is severely constrained by flooding, land owners are reluctant to develop the land or land is quarantined for other uses
- different housing markets, market behaviour and demand between areas
- infill housing activity
- lead times for land development



- pattern of development and the delivery of infrastructure
- strategic growth priorities - growth areas versus low or limited growth areas and extent of planned growth areas identified but not zoned
- Growth Plan directions and State Planning Policy Framework provisions including those associated with the Metropolitan Planning Strategy.

Typical municipal benchmarks include 15 years of zoned supply for residential and industrial land before further land rezoning is required. In practice this doesn't reflect some of the complexities identified above or different scales of activity across different towns and municipalities.

This trigger is considered appropriate for the majority of centres. Based on this trigger and land supply analysis the following observations are made:

- Torquay/Jan Juc - need to consider rezoning identified planned growth areas in the short - medium term
- Colac - no immediate need to rezone additional broad hectare stocks; however, current undeveloped broad hectare holdings are large, limiting demand led construction activity. Economies of scale are limiting market entry of larger infill developers
- Bannockburn - short term need to rezone additional identified planned residential stocks and in the short term facilitate opportunities for further industrial zoned land identification and provision
- Urban Geelong - existing and planned supply levels are healthy for the medium to longer term. There is a need to avoid oversupply and too many active growth fronts so as not to impede competition or impact economies of scale. Land supply should be regularly monitored to respond to changes in population and housing growth
- Bellarine Peninsula - existing and planned supply levels are healthy for the medium to long term.

Suggested response:

- That the land supply data be considered by the Council in the review of Structure Plans and timing of zoning of identified planned growth.

3.3.3 Land supply reporting

A web based land supply reporting tool to enable land supply monitoring within the G21 region has been developed which provides a visual representation and report capability of the residential and industrial land supply data.

The tool reports land supply data at any geographic scale ranging from municipal, town or project level and produces land supply maps and data. The tool has open level access and is compatible with the Urban Development Program and capable of being updated with subsequent supply assessments.

Regular updating of land supply information across the region's major urban areas will be important to ensure data is up to date and changes in lot supply can be tracked to inform future growth area planning timing.

For major centres and areas, where there are land supply issues, monitoring should be undertaken annually. For other centres, biennial assessment is more appropriate depending on the levels of development activity or level of strategic significance. Given growth activity in the G21 region, it is suggested that an annual land supply analysis be undertaken for major centres of Geelong and Torquay/Jan Juc with a biennial analysis of other low to modest supply District Towns. This is critical in the context for growth rates to change quickly particularly in Geelong in response to growth activity in Melbourne's west and as a result of key policy directions identified in the Metropolitan Planning Strategy. It is acknowledged that there are financial implications in undertaking regular analysis which may impact on timeframes. Potentially coordination with the UDP program may assist.

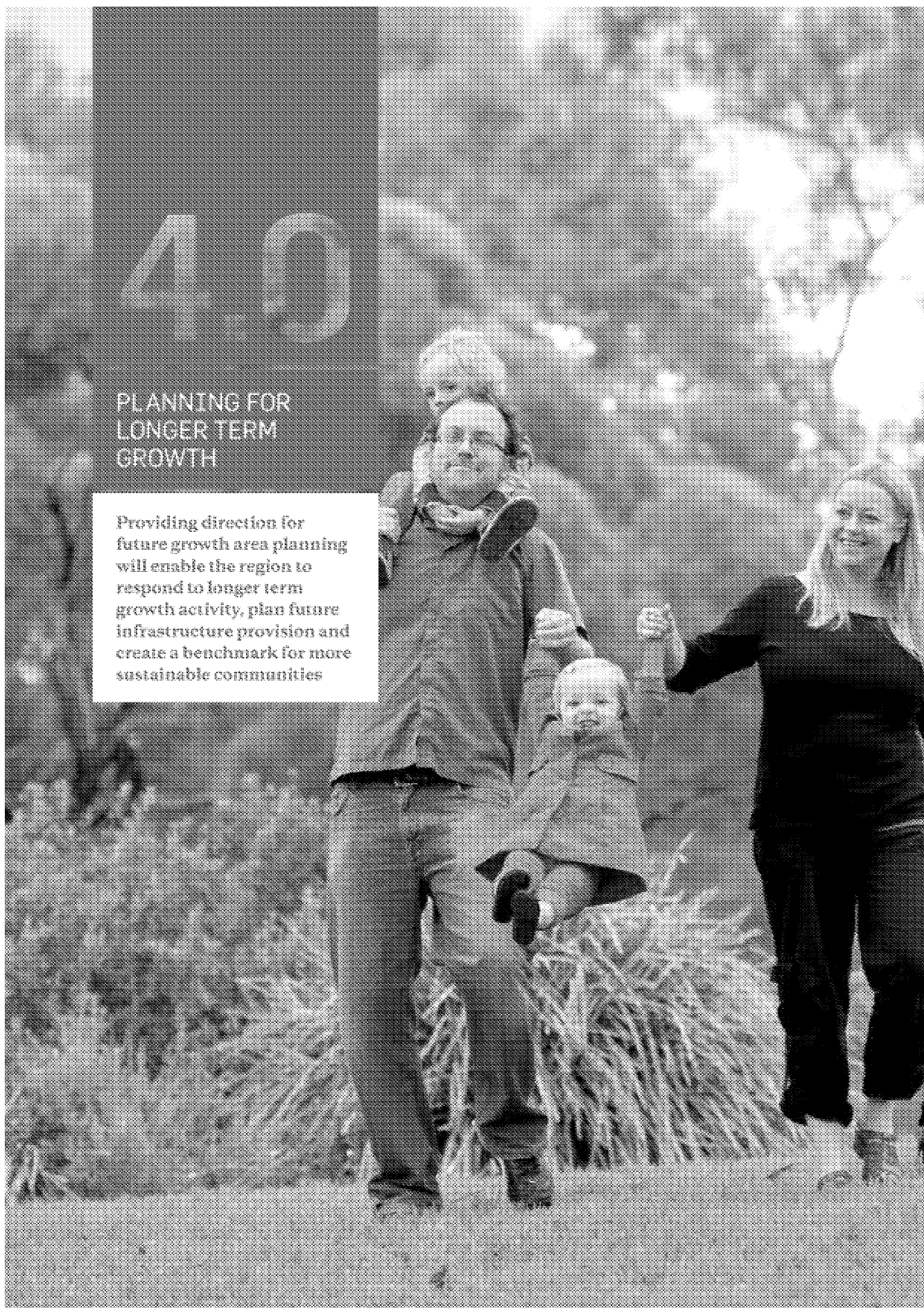
Suggested response:

- That the G21 Councils use the land supply data to track up the timing of their growth areas planning and ensure that the data is up to date and available for the public and industry.
- That the G21 Planning and Services Unit coordinate the ongoing management of the online reporting tool and preparation of annual and biennial, as appropriate, land supply assessments for low centres in parallel with the G21 program subject to finding funding for this land supply monitoring should be proportionately funded by the G21 Councils.

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PLANNING FOR LONGER TERM GROWTH

Providing direction for future growth area planning will enable the region to respond to longer term growth activity, plan future infrastructure provision and create a benchmark for more sustainable communities





The Growth Plan identified two Further Investigation Areas as having the potential to provide for the medium to longer term growth needs of Geelong and the region.

4.1 INTRODUCTION

The Growth Plan identified two Further Investigation Areas (FIAs) or 'strategic opportunity areas' (refer Map 11), to be examined for their potential to provide capacity for the G21 region to grow to and beyond 500,000 people and respond to higher growth rates in the future:

- **Northern FIA** - generally located in Lovely Banks and generally bounded by Staceys Road to the north, Evans Road to the west and adjoining Rural Living zoned lots north of Plantation Road and west of Bacchus Marsh Road. Areas to the north of Staceys Road have been considered.
- **Western FIA** - located west of the Geelong Ring Road and extending through parts of Batesford from the Ballarat - Geelong rail line in Bell Post Hill to the north, to the Barwon River in Fyansford, and extending to Dog Rocks/Friend in Hand Roads in the west.

More detailed contextual information about the Further Investigation Areas is contained in the *Background Report*.

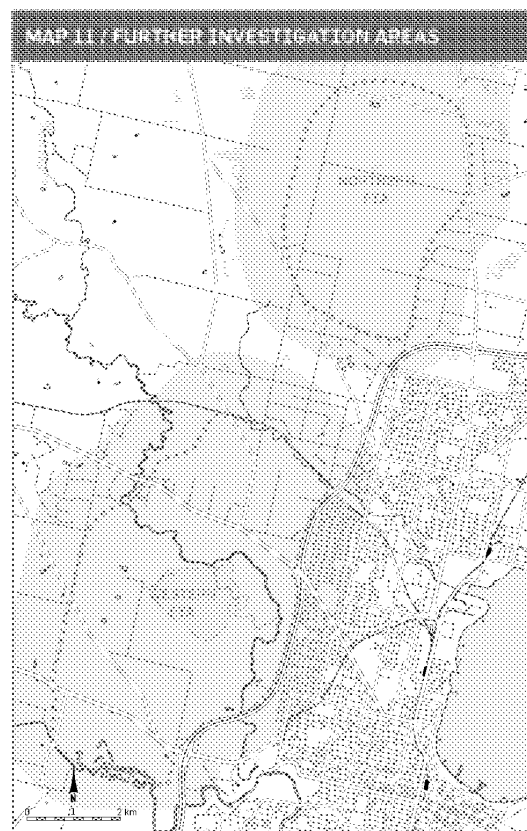
The Growth Plan indicated that these areas were not required in the short term, given existing land supply and infill opportunities.

While the Growth Plan identifies that one or part of these areas is a medium to longer term prospect for urban growth there are a number of reasons why the Implementation Plan looks at these areas now:

- the G21 region has the potential to grow beyond the current growth rate of 1.5%, particularly as a result of a major strategic investment decision or infrastructure project
- there is a need to investigate opportunities to deliver greater housing choice and affordability
- there are long lead times in progressing from land identification to land release
- identifying them now helps to protect their potential role while more detailed investigation is undertaken as to their suitability, ultimate size and land use mix.

The Implementation Plan seeks to provide information about the two areas to assist the next steps of planning by identifying:

- the relative constraints and opportunities of each area to identify appropriate planning responses (Section 4.2)
- key community and urban planning outcomes to be considered in future growth area planning (Section 4.3)
- a range of possible next planning steps including detailed area planning, policy development and zoning, infrastructure planning, land release timing triggers and staging directions (Section 4.4).



4.2 FURTHER INVESTIGATION AREA ANALYSIS OVERVIEW

As identified in the Background Report a detailed analysis has been undertaken on the two FIAs. Given the FIAs are notional areas only with no fixed boundaries, logical adjacent areas were considered in the analysis.

The relative merits and suitability of each of the FIAs as a future growth area has been determined through an analysis of:

- **land capability** - consideration of site assets, values and constraints including topography, hydrography, drainage and flooding, biodiversity, fire risk, geotechnical and land stability and land contamination
- **planning** - consideration of cultural heritage, land use and buffer interfaces, zoning and overlays, views and landscape
- **accessibility** - integration with existing transport and open space networks
- **capacity to deliver** an integrated community including analysis of land fragmentation and potential lot yields, infrastructure capacity and ability to connect efficiently to networked services.

Analysis of the two FIAs has been based on information sourced from:

- existing site data available from the City of Greater Geelong, state government departments and agencies including CCMA, DEPI, DTPLI, VicRoads, Barwon Water and service authorities. This data includes information on hydrology, biodiversity, topography, land capability, infrastructure, cultural heritage, fire, soils, climate and land use
- concept proposals and background studies independently prepared for Lovely Banks Management Pty Ltd, Ramsay Property Group and Batesford South consortia of land owners at their own initiative for parts of the identified FIAs. While this work has been received by the Project Team, it has no formal status
- conversations and interviews with key stakeholders and project partners and agencies.

A situational analysis of each FIA has been undertaken to identify relative strengths and opportunities associated with land attributes, and weaknesses and threats associated with each site including external environmental factors.

The FIA and situational analyses have also been considered against the capacity or potential to deliver a **liveable, vibrant and cohesive community**. Six goals have been identified to measure the extent of delivery of this outcome. The outcome and goals have been derived from the Growth Plan vision and principles as well as criteria used by the Growth Area Authority (GAA) for growth area planning.

The six goals are:

- ability to **create a diverse and unique community**
- ability to **deliver significant community benefit** to Geelong
- ability to **provide accessible and integrated transport choices**
- ability to **provide efficient infrastructure and services**
- ability to ensure **efficient and sustainable use of land and resources**
- ability to **provide exceptional physical environments**.

A summary of the situational analysis is shown in **Figures 8 and 9**. These considerations as well as other factors are also summarised in **Maps 12 and 13**.

Each area has a number of strengths or opportunities. In terms of future planning for one of these sites initially, those strengths and opportunities should be maximised and realised to derive maximum community benefit.

Each area also brings a range of significant challenges. These challenges are not insurmountable and do not preclude any of these areas being a suitable growth area candidate. They will, however, require careful, detailed consideration to identify appropriate solutions to ensure they achieve the broader principles of the Growth Plan before they proceed to development.



FIGURE B / SUMMARY SITUATIONAL ANALYSIS – NORTHERN FIA

| Issue | Strengths/Opportunities | Weaknesses/Threats |
|--|--|--|
| Ability to create a diverse and unique community | <ul style="list-style-type: none"> Area is large enough to create a critical mass to build and sustain a sense of community Coordinated land owner-development consortium in place | <ul style="list-style-type: none"> Physical separation from Geelong's established urban areas means there is a risk residents will feel socially isolated to the wider Geelong community and identify more with Lara and/or Melbourne Community will potentially be self-contained with little social cohesion or interaction with the wider Geelong community Fragmented land parcels |
| Ability to deliver a significant community benefit to Geelong | <ul style="list-style-type: none"> Increased activity in northern Geelong may stimulate future public and private investment into provision of retail, community services and infrastructure in northern Geelong, particularly Corio, Norlane and Lara Area is well located in relation to employment opportunities in the industrial and transport hubs of northern Geelong and the emerging health, education and technology hubs of southern Geelong via the Geelong Ring Road Good road connections into the Geelong CBD via Bacchus Marsh Road and Princes Highway will provide reasonable vehicular access to employment opportunities in Geelong Provides critical mass to underpin demand for provision of a subregional vocational training and larger community health centre in northern Geelong Opportunity to integrate adjoining rural living areas or provide opportunities for an expanded GREP | <ul style="list-style-type: none"> Location on Geelong northern outskirts and the physical separation from Geelong's established urban areas means there is potential for the community to evolve into a 'commuter community' that predominantly works in, and associates with Melbourne and adds minimal economic and cultural value to the Geelong community or the region With the exception of employment opportunities related to construction and development and the provision of community services, it is not likely to create major long-term employment opportunities but will be leveraging off existing employment nodes in the area Due to proximity to the Lara West Growth Area west of Bacchus Marsh Road, there is a high likelihood that development would impact the present rural setting and character of Lara as a distinct community with a continual urban environment from Lara to Lovely Banks |
| Ability to provide accessible and integrated transport choices | <ul style="list-style-type: none"> Good arterial road network with capacity for widening and able to accommodate bus, bicycle and pedestrian networks linking to Urban Geelong. Identified upgrade of North Shore Station and relocation of Corio Station to School Road would contribute to more transport choices with appropriate connections | <ul style="list-style-type: none"> Site does not include an existing railway line and is not within a walkable catchment from a station Closest railway stations (Lara, Corio and North Shore) are not ideally located relative to the site and would require upgrades and/or relocation to cope with added patronage. Lara, being the closest station, would require significant car parking upgrades. Future station near GREP unlikely Physical separation and distance from Geelong's established urban areas means that the early provision of public transport services such as regular bus services may be difficult to justify, meaning that private car use is entrenched as the exclusive mode of transport No established bus, bicycle and pedestrian networks that link the site to Geelong |

| Context | Strengths/Opportunities | Weakness/Threats |
|---|--|--|
| Ability to provide efficient infrastructure and services | <ul style="list-style-type: none"> No major works required to deliver energy and telecommunications infrastructure Provision of recycled water into sewerage infrastructure design is technically feasible and advisable to achieve IWCM Terrain is relatively flat, with the exception of the eastern slopes associated with the Lovely Banks Monocline, minimising infrastructure construction costs New community services and infrastructure delivered as part of any development may also be utilised by residents of surrounding suburbs which are reportedly under-served Opportunity for early private school provision | <ul style="list-style-type: none"> Major south west gas pipeline dissects the subject land requiring significant separation distances for sensitive and high density land uses identified through a Safety Management Plan which could limit development potential or optimum urban planning outcomes Lag times in the provision of community services and infrastructure until population thresholds within the community are reached will place pressure on infrastructure and services within surrounding suburbs which are significantly under-served Development of this area will require significant investment in water infrastructure (provision of potable water, sewer and recycled water) Physical separation and distance from Geelong's established urban areas may increase costs of provision of infrastructure Potential downstream drainage catchment impacts |
| Ability to ensure efficient and sustainable use of land and resources | <ul style="list-style-type: none"> Land is relatively flat and stable with the exception of potential geotechnical instability along the Lovely Banks Monocline Potential to utilise alternative energy sources generated at GREP. Other potential linkages with GREP include storm and waste water utilisation solutions | <ul style="list-style-type: none"> Rural amenity of the surrounding land use will cause interface challenges and rural amenity impacts Residential activity may create pressure for Rural Living zoned land to the east and south to be re-zoned to a more intensive land use without due strategic justification Impact on rural views of the Lovely Banks hills from Geelong Risks associated with the South West Gas Pipeline and the Lara Energetic materials manufacturing Plant will constrain development potential Potential impacts on GREP and Industrial 2 resource with reverse amenity impacts affecting development opportunity in this employment node |
| Ability to provide exceptional physical environments | <ul style="list-style-type: none"> Preliminary studies indicate minimal environmental constraints on site Aboriginal and European cultural heritage not likely to constrain development potential Natural drainage lines running down the eastern slope of the FIA may be a potential opportunity for some natural open space | <ul style="list-style-type: none"> Environmental Significance Overlay Schedule 4 (ES04) covers the site indicating that threatened grasslands may be present, which native vegetation surveys will ascertain Possible presence of suitable habitat Striped Legless Lizard and Golden Sun Moth which fauna surveys will ascertain No known existing natural values or biodiversity assets or values on site that can be enhanced or integrated into natural open space networks |

➤ AREA IS WELL LOCATED IN RELATION TO EMPLOYMENT OPPORTUNITIES IN THE INDUSTRIAL AND TRANSPORT HUBS OF NORTHERN GEELONG AND THE EMERGING HEALTH, EDUCATION AND TECHNOLOGY HUBS OF SOUTHERN GEELONG VIA THE GEELONG RING ROAD

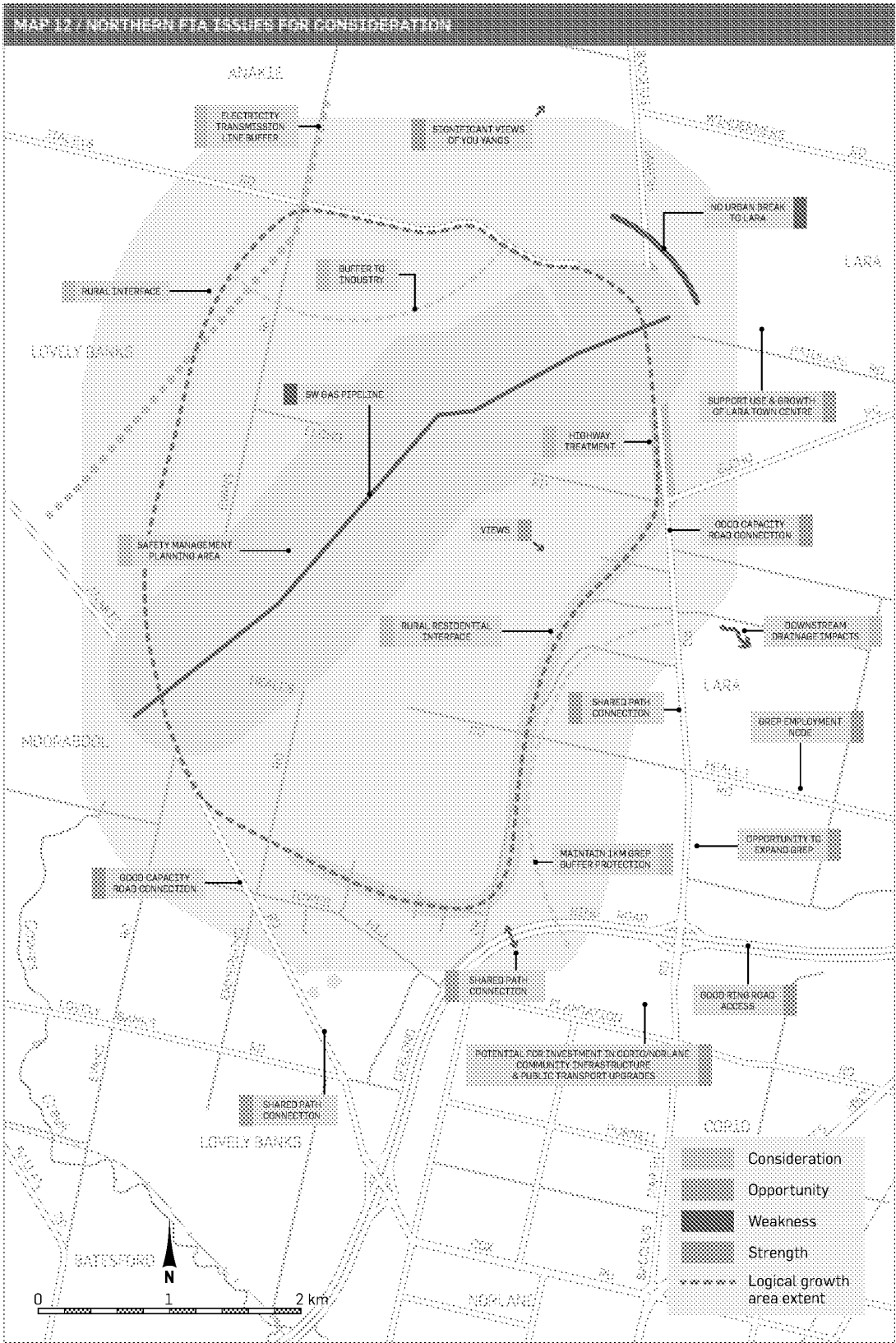


FIGURE 8 SUMMARY SITUATIONAL ANALYSIS – WESTERN FLIA

| Goal | Opportunity | Weakness/Threat |
|---|---|--|
| Ability to create a diverse and unique community | <ul style="list-style-type: none"> Diversity of natural assets including a proposed recreational lake (current quarry) and potential to link to urban Geelong with natural open space and shared trail networks along corridors associated with the Moorabool River, Barwon River and Cowies Creek will contribute to uniqueness and branding of the growth area and attract regional and local visitors facilitating social integration and connectivity within Geelong and the region Core areas in two ownerships | <ul style="list-style-type: none"> Geelong Ring Road may act as a barrier to social integration with wider Geelong Land ownership fragmentation in northern Bell Post Hill area |
| Ability to deliver a significant community benefit to Geelong | <ul style="list-style-type: none"> Potential to significantly contribute to the social, environmental and economic wellbeing of Geelong and G21 region through: <ul style="list-style-type: none"> provision of regionally significant open space and shared trail networks along the Moorabool and Barwon Rivers and Cowies Creek corridors leveraging of investment into a potential community asset by re-using and converting the Batesford Quarry into a lake for public recreation, tourism activity and possible environmental benefit rehabilitation and enhancement of degraded aquatic and riparian ecosystems, establishment of biodiversity corridors along the rivers and the protection of nationally threatened grassland habitats In addition to construction and development employment there is potentially for employment opportunities in tourism Centrally located in relation to employment nodes in northern Geelong and emerging health, education and technology hubs of southern Geelong via the Geelong Ring Road. Close to Central Geelong and identified Gheringhap employment node | <ul style="list-style-type: none"> While there is an opportunity to upgrade the existing road network including Hyland Street, Autumn Street and Church Street, this may constrain traffic movements and increase congestion Approval processes and infrastructure planning will require coordination across multiple agencies as a consequence of the multifaceted nature of this growth area and extent of land capability and environmental issues. Site complexity and an integrated planning approach will increase risk of delays and higher costs which may impact house prices. This impact is highest in former quarry areas and where environmental values are present, and least, north of the Midland Highway or adjacent to the Hamilton Highway Open space areas including biodiversity and lake assets will have ongoing maintenance costs, requiring development of management and funding arrangements While modelling indicates water quality in the lake is likely to be suitable for public use, in practice the water quality may at times be unsuitable and require further technical analysis |

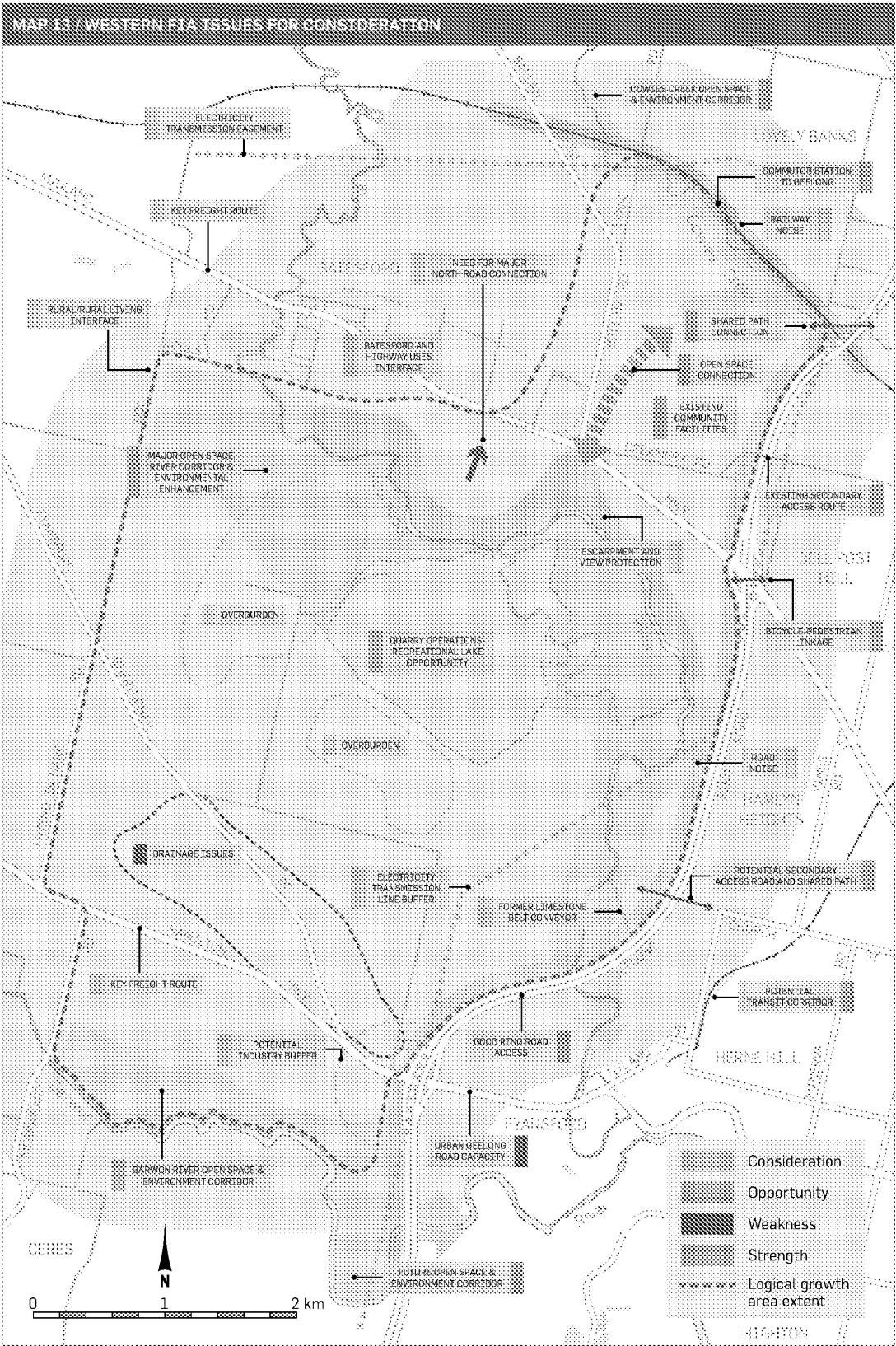
» LINKING OF TRAILS ALONG THE MOORABOOL RIVER AND COWIES CREEK CORRIDORS WITH EXISTING URBAN SHARED TRAILS WILL PROVIDE BICYCLE AND PEDESTRIAN LINKAGES TO GEELONG



| Issue | Planning Opportunities | Key Risks/Impacts |
|--|---|---|
| Ability to provide accessible and integrated transport choices | <ul style="list-style-type: none"> Potential reinstatement of passenger rail services into Geelong on the Ballarat-Geelong rail line and construction of a railway commuter station near Bell Post Hill will provide more transport choices and present an opportunity for the development of an activity centre around a transport node Utilisation of the disused rail reserve located between Fyansford and the Geelong Stabling Yards as a transit corridor if economically and technically feasible Linking of trails along the Moorabool River and Cowies Creek corridors with existing urban shared trails will provide bicycle and pedestrian linkages to Geelong Creamery Road over-bridge provides a good local road connection with the Geelong suburbs east of the Geelong Ring Road (and north of the Midland Highway) Potential to upgrade existing road network including Hyland Street, Autumn Street and Church Street and provide an over-bridge at Hamlyn Heights, although costly to construct Proximity to the Geelong Ring Road provides reasonable vehicle access to most of Geelong's (and the region's) key employment nodes | <ul style="list-style-type: none"> Significant challenges in increasing carrying capacity of east – west roads into Urban Geelong creates a major traffic constraint to potential growth particularly the southern portion of the area around Hamilton Highway Traffic management strategies to encourage traffic moving between the growth area and Geelong CBD onto the Midland Highway/Ballarat Road will significantly increase peak traffic congestion on this route, however upgrading the Midland Highway west of the Geelong Ring Road will partly mitigate this impact Construction of north-south linkages within the growth area to facilitate traffic movement onto the Midland Highway will be technically difficult and costly due to complex terrain and the Moorabool River valley Increased traffic on the Midland and Hamilton Highways may impact established freight corridors between western Victoria and Geelong Major road and rail corridors may create acoustic issues for future residents requiring appropriate design responses Passenger rail services may not be reintroduced in the short – medium term |
| Ability to provide efficient infrastructure and services | <ul style="list-style-type: none"> Suburbs abutting the site to the east are well established and reasonably well serviced by community services and infrastructure and generally have capacity to absorb initial demands until population thresholds for onsite provision are reached Established K-12 private school and council managed sporting reserves north of the Midland Highway provide a foundation for an activity node Provision of recycled water into sewerage infrastructure design is technically feasible and advisable in order to achieve to IWCM objectives No major works required to deliver energy and telecommunications infrastructure | <ul style="list-style-type: none"> Physical separation caused by the Geelong Ring Road may hinder access to some community services within the abutting suburbs to the east (with the exception of the land north of the Midland Highway which is reasonably well connected by Creamery Road and shared trails) Complex terrain mainly around the Moorabool River Valley and past Batesford Quarry operations and considerable open space may escalate the infrastructure construction costs which may impact housing affordability Development of this growth area will require significant investment in water infrastructure (provision of potable water, sewer and recycled water) Electricity transmission line which intersects the area on the south-eastern corner will need to be considered through precinct planning exercises |

| Issue | Opportunity/Community | Development/Impact |
|---|---|--|
| Ability to ensure efficient and sustainable use of land and resources | <ul style="list-style-type: none"> • Opportunity to re-use and convert a soon to be exhausted quarry and enhance a number of stressed ecosystems into regionally significant community and biodiversity assets • Potential for peak flows on the Moorabool River could be directed into the proposed lake to improve ecological outcomes and reduce the risk of flooding down stream • Three water courses within the growth area and a proposed recreational lake represent open space opportunities and potential to achieve Integrated Water Cycle Management outcomes • Area provides a diversity of landscapes, view sheds, terrains and living experiences which may in turn provide opportunity for a range of housing types | <ul style="list-style-type: none"> • Natural features and topography will increase financial costs of delivery of physical infrastructure such as reticulated services • Rural nature of surrounding land to west of the growth area may cause interface issues and risk of amenity impacts • Rural view sheds will be impacted for residents of Hamlyn Heights and to a lesser extent Highton and from Barrabool Hills |
| Ability to provide exceptional physical environments | <ul style="list-style-type: none"> • Ability to identify, protect and enhance nationally and state listed threatened habitats, flora and fauna and link with other habitats through establishment of biodiversity corridors • Ability to improve conservation values with presently degraded a stressed aquatic habitats and riparian habitats • Ability to create opportunities for community to access and experience the ecological values through passive nature based activities | <ul style="list-style-type: none"> • Highly significant environmental values including threatened flora and fauna and grassland habitats are present (particularly near the three water courses and Batesford) within the site |

» OPPORTUNITY TO RE-USE AND CONVERT A SOON TO BE EXHAUSTED QUARRY AND ENHANCE A NUMBER OF STRESSED ECOSYSTEMS INTO REGIONALLY SIGNIFICANT COMMUNITY AND BIODIVERSITY ASSETS



To summarise:

- The Northern FIA has minimal land capability constraints and is relatively straight forward to develop and service; however the public transport options and the potential for isolation from the rest of Geelong would need to be addressed.
- The Western FIA presents an opportunity to create major regional community assets and biodiversity enhancements integrated with a diversity of housing options; however complex site, road connection and capacity challenges would need to be addressed.

The identified challenges call for a range of responses to be considered in the detailed planning phase and which are identified in the next **section 4.3.5 Site specific considerations**. These responses are further supported by more detailed analysis, explanation and commentary included in the *Background Report*.

Specific outcomes for each site are explored in the next section.

The development of either FIA will also entail significant investments in physical and community infrastructure including major water and waste treatment facilities, schools and kindergartens, open space and arterial road upgrades. Sufficient lead time will be required from identification of a preferred FIA to development to allow detailed infrastructure planning, costing and programming. This is further considered in Section 4.4.





4.3 FUTURE GROWTH AREA OUTCOMES

4.3.1 Taking 'the next step' in planning for new communities

The way in which we build our new urban developments will have a lasting effect on the sustainability of our cities.

While it is difficult to identify the planning controls, guidelines and standards that will need to be applied when one of these FIAs is ready to progress to a developing growth area, it is clear that a 'next step' in planning will need to be taken to create a more viable, liveable and connected urban environment.

What we can be confident about is that our climate, energy needs, travel patterns, housing needs, working and recreation arrangements will change in the 2050 planning horizon. Taking the 'next step' in developing more sustainable communities, particularly when extending urban areas outward is critical in this context.

Developing a more strategic approach to embed sustainability into new urban areas is one way to achieve this.

Projects such as the *Geelong Low Carbon Growth Plan* identify substantial greenhouse gas reductions associated with effective building design and construction practices and use of alternative energy sources. Other concepts such as *One Planet Living* demonstrate that a sustainable low carbon future can be achievable, attractive and affordable. Current planning for the *Armstrong Creek Town Centre Sustainable Urban Development Framework* has explored a range of opportunities to embed a more holistic approach to implementing sustainability measures into urban settings.

Some of the following sustainability outcomes are important to incorporate into growth area planning, policy and control development and approval processes:

- zero carbon
- zero waste
- sustainable water
- sustainable transport
- improved environmental outcomes
- community infrastructure provision.

These outcomes can be achieved in the planning process through:

- Precinct Structure Planning (PSP) requirements and design
- design guidelines
- planning tools including policy, overlays or other controls.

REGIONAL GROWTH AREA PLANNING

While focused on future planning of the FIAs the following principles around sustainability and infrastructure planning and community design are equally applicable to future growth area planning around the region including Bannockburn, Winchelsea and Colac.

Zero carbon

Opportunities to provide for a carbon neutral urban environment include:

- energy efficiency through building design techniques including thermal performance, green roofs or walls, building management systems, use of solar electricity
- use of rating tools such as Green Star to ensure all buildings achieve best practice, or set percentage 'beyond compliance' to enable targets to change over time
- design to avoid the urban heat island effect through landscaping
- providing energy efficient street lighting
- sourcing energy onsite or from nearby renewable or low carbon sources and providing generation and distribution networks. Options include photovoltaic panels, wind power, waste to energy (creating energy from waste), co and tri-generation involving the recovery and use of heat
- offsite zero carbon options include off-site energy generation, purchase of green power and carbon offsets
- encourage on-site food production including community gardens. The Heart Foundation's *Food-sensitive planning and urban design guideline* provides ideas for creating local production and recycling of food.

Zero waste

Opportunities to provide for a zero waste urban environment include:

- using innovative solutions for waste avoidance, waste management plans and on site recovery
- setting targets for waste recovery, reduction of waste to landfill, reducing waste generated in construction and using recycled construction waste or sustainably sourced materials with low embodied energy.

Sustainable water

Opportunities to provide for sustainable water usage include:

- water efficient landscaping
- stormwater management including stormwater harvesting and reuse for open space irrigation, bio-retention systems, porous surfaces and construction of wetlands
- water re-use including on site capture of rainwater, green roofs and use of greywater and recycled water reticulation for toilet, garden and other outdoor uses. The later involves using recycled water from offsite waste water treatment facilities via a separate pipe. The third, or 'purple' pipe recycled water system, is being rolled out across Armstrong Creek
- applying an Integrated Water Cycle Management approach to an entire area.

The broad goal of Integrated Water Cycle Management (IWCN) is to enhance the resilience of urban environments, from a water cycle perspective. Urban IWCN requires a systems approach to all aspects of water cycle management in an urban setting, including natural waterways, drinking water networks, stormwater and floodplains and sewerage networks. This approach allows water managers to identify system risks and develop holistic solutions that build resilience of the urban water cycle through four broad strategies:

- diversity - multiple forms of water sources will be available for multiple types of use
- efficiency - people and businesses will be efficient in their consumption of water resources
- adaptability - system infrastructure will be flexible to change in response to new pressures
- cohesion - water will be a unifying link between community, the natural environment and the economy.

Agencies involved in urban water cycle planning and management need to collaborate to strengthen these characteristics.

Sustainable transport

Opportunities to provide sustainable transport include:

- designing suburbs to reduce the need to travel to key destinations and provision of an integrated transport hub
- ensuring a range of transport options including public transport and low carbon modes of transport such as walking and cycling to reduce emissions and the need to travel, provide designated Principal Pedestrian and Bicycle Networks

- planning for efficient bus networks and associated road priorities
- bicycle infrastructure including storage and connections to major destinations
- provision of electric vehicle shared infrastructure.

BARWON REGIONAL IWCN NETWORK

In 2012, key water cycle related agencies across the region agreed to collectively progress IWCN as the way of the future. The Barwon Regional IWCN network aims to enhance collaboration between stakeholders involved in planning and managing the urban water cycle. It provides a regional interpretation of the state government's reform priorities for integrated water cycle management as outlined in the *Living Melbourne, Living Victoria* policy.

The Network has the following vision and objectives:

A smart and resilient water cycle system for a liveable, sustainable and productive region

Urban water cycle systems across our region that are:

more sustainable

- efficient use of water resources
- enhancing natural water based assets
- reducing environmental impacts of urban water cycle management

more liveable

- water resilient urban landscapes
- water resilient communities
- security of all water resources

more productive

- enhancing community water literacy
- recognising and realising the true value of water resources
- water cycle innovation for sustainable economic growth

The Network is proposing a Master Plan for Northern Geelong in order to develop a template for wider IWCN application and which should be applied to future growth areas.

The Office of Living Victoria is also planning to develop a Living Geelong water cycle plan.



Improved environmental outcomes

Protecting and restoring biodiversity and natural habitats through appropriate land use and integration into the built environment is critical. New urban areas should significantly enhance existing natural assets and create new resilient environments and landscapes. This may include ongoing weed, pest and plant management and fencing some areas off from public access.

4.3.2 Community infrastructure provision

Providing well planned community infrastructure including places to meet and gather, functional open spaces and places for recreation, linked footpath and cycle networks, good public transport and accessible community services and facilities is critical to supporting vibrant, safe and healthy communities.

Ensuring infrastructure delivery keeps pace with development and need is also important to building communities and to minimise long travel distances to important services.

Having an effective *Integrated Infrastructure Delivery Plan* (IIDP) in place at an early stage of area planning is critical to provide a basis for budget planning and resource allocation processes, delivery, phasing and triggers for provision of key infrastructure. Infrastructure considered includes community facilities, social housing, open space, transport and movement networks and stormwater management. These plans are developed in consultation with key service and infrastructure providers to identify whole of community infrastructure needs and coordinate planning and delivery.

Infrastructure should be provided based on triggers, for example population based triggers, drawn from current best practice provision rates. Documents such as the *Armstrong Creek Integrated Infrastructure Delivery Plan* and City of Greater Geelong's *Sustainable Communities - Infrastructure Development Guidelines* provide a basis for identifying community infrastructure requirements and design standards.

Funding of infrastructure provision in new urban areas is shared between developers via Development Contribution Plans (DCPs) and local and state government. Developing these areas ahead of logical sequencing (that is ahead of other existing growth areas identified in Structure Plans) is undesirable and would result in inefficient growth outcomes.

4.3.3 Community design

As discussed in Section 4.2, the Implementation Plan identifies six goals for the development of an FIA as a growth area to achieve a resilient as well as liveable, vibrant and cohesive community:

- ability to create a diverse and unique community
- ability to deliver significant community benefit to Geelong
- ability to provide accessible and integrated transport choices
- ability to provide efficient infrastructure and services
- ability to ensure efficient and sustainable use of land and resources
- ability to provide exceptional physical environments.

As identified above, well designed communities can deliver high levels of liveability, vibrancy, social connectedness, health and wellbeing and reduced travel costs and community resilience.

The development of Precinct Structure Plans (master plans for whole communities) supported by key detailed studies, is the current planning approach to developing well planned communities.

The GAA has a number of frameworks, guidelines and checklists for preparing Precinct Structure Plans (PSPs) and achieving community liveability which should be used allowing for localised considerations.

PSPs should also include provision for specific *design guidelines* for housing, town centres and employment areas. The design guidelines should be supported by a mechanism which ensures compliance as part of the approvals and construction process.

4.3.4 Housing diversity

Measures to encourage diverse and lower cost housing outcomes are critical for creating sustainable communities. These could include:

- providing a diversity of living experiences and choice from affordable to higher-value residential areas
- identifying areas for medium and higher density living
- providing a range of lot sizes including creative small lot arrangements
- provision of social housing and low cost/low rent housing and options for Housing Association or Housing Trust arrangements
- sites for independent living and aged care/nursing accommodation to encourage 'aging in place'

A *Housing Diversity Plan* should be provided as part of any PSP development and include practical measures for delivery.

4.3.5 Site specific considerations

In the context of growth area goals identified in section 4.2 and the FIA analyses there are a number of site specific considerations to be factored into future FIA planning. The *Background Report* includes additional supporting information which informs and expands the following considerations.

Growth Area extent

While more detailed studies will refine the boundaries of a future growth area, each FIA has a logical extent based on buffer, landscape, environmental and infrastructure considerations as well as longer term logical extensions.

For the Northern FIA the logical extent is:

- to the north - Staceys Road so as to maintain a separation between Lara, preserve views to the You Yangs and ensure appropriate buffers to the Lara Energetics Plant (Chemring), Barwon Prison and minimise impacts on agricultural land and farming activities.
- to the west - the 500 kV transmission line to avoid growth area fragmentation
- to the south - Plantation Road and adjoining rural living lots
- to the east Bacchus Marsh Road, refer also to comments below about interfaces.

For the Western FIA the logical extent is:

- to the north - the Ballarat - Geelong rail line. West of Ballan Road the northern boundary is suggested as the 200 kV transmission line easement
- to the west - north of Midland Highway, urban development should not extend beyond Ballan Road unless to provide support infrastructure including stormwater, waste water treatment, energy generation and open space. Support infrastructure should be limited to the Cowies Creek drainage catchment extent. This provides clear spatial separation from the Batesford township and minimises visual or other impacts on the Moorabool River catchment
- to the west - south of Midland Highway, urban development should not extend beyond Dog Rocks, Friend in Hand and Merrawarp Roads. While remaining in the FIA area the area between Fyansford-Gheringhap Road and Hamilton Highway is highly constrained by drainage issues and is likely to have a limited urban development role. Refer also to comments below about interfaces
- to the south - the Barwon River, allowing for substantial open space corridors along the river and providing buffers to existing industrial zoned land.
- to the east - the Geelong Ring Road.

The identified extent of these areas, as identified above and in **Maps 14** and **15**, does not infer that these areas will be fully developed, with further detailed planning to determine land use and interface arrangements and extent of development.

Interfaces

Both FIAs have interfaces with rural and rural living zones and activities. Appropriate interfaces between urban land and more sensitive uses are required to minimise impacts on sensitive uses and to provide distinct edges and settlement character.

For the Northern FIA, key interface considerations in any future PSP development should include:

- maintaining a distinct urban break or a similar appropriate treatment between the Lara township and the north-east of the FIA to avoid a continual urban area from Lovely Banks to Lara
- edge treatments with rural land uses to the north and west - this could include transitioning lot sizes, providing for internal road access from edge lots, rural road treatments and landscaping
- buffers for external land uses with potential amenity impacts including intensive animal agriculture operations and the Lara Energetic Materials Manufacturing Plant
- providing an appropriate landscape, entry treatment and edge to Bacchus Marsh Road
- interface between existing rural residential lots and Bacchus Marsh Road and the GREP. Opportunities include transitioning of lot sizes beyond the GREP buffer or converting land to an appropriate industrial zone to expand the capacity of the GREP as a major employment node. Any PSP process should ideally cover this interface area.

For the Western FIA, key interface considerations in any future PSP development should include:

- edge treatments to the Moorabool and Barwon Rivers and Cowies Creek and associated flood plains
- acoustic issues and edge treatments to the Ballarat - Geelong rail line and Geelong Ring Road
- edge treatments to sensitive environmental areas such as the Dog Rocks Reserve and the Dog Rocks Flora and Fauna Sanctuary, Moorabool River Reserve, Red Gum Reserve and adjoining properties of high biodiversity value
- appropriate response to areas subject to flood, inundation, heritage and environmental overlays



- treatments along Midland Highway to integrate existing recreation and commercial uses
- edge treatments with rural land uses to the west - this could include transitioning lot sizes, providing for internal road access from edge lots, rural road treatments and landscaping. It will be important to maintain the rural character of Batesford and the Dog Rocks Road area and preserve a distinct visual break between urban development and the Batesford/Dog Rocks rural residential areas.

Integration

The location of the FIAs beyond the Ring Road and away from any existing established urban areas means it is difficult to fully integrate them into existing communities. It is important that any future growth area is not remote and isolated from other communities, services and facilities. However, each FIA has opportunities to address.

Key integration considerations in any future PSP development should include:

- providing physical links between communities - pedestrian, cycle and roads
- linking new and existing open space networks
- locating new community infrastructure near neighbouring activity nodes
- ability to utilise spare capacity within existing adjacent community infrastructure or upgrade it to accommodate for short to medium term needs until new infrastructure is provided
- locating and providing community infrastructure and open spaces in locations that can be accessed by external communities and of a capacity that can support nearby community needs
- ensuring growth areas do not negatively impact on adjoining communities.

Infrastructure

Provision of timely and adequate infrastructure is important to create viable and connected communities. The preparation of an IIDP should be developed early in the planning of any growth area. As identified previously, this should also consider infrastructure upgrades in adjoining areas where this can provide significant community benefit rather than within the growth area.

For the Northern FIA key infrastructure considerations in any future PSP development should include:

- opportunities to utilise proximity to GREP for alternative energy, storm and waste water opportunities

- protection of the South-West gas pipe line. This may preclude sensitive or high density land uses (such as schools and activity centres) within 350 - 570 metres of the pipeline easement. A Safety Management Plan will need to be developed to assess risk and land use buffers
- opportunities to provide for a regional level open space area
- the opportunity to enhance community infrastructure within Corio and Norlane
- provision of infrastructure to support sustainable outcomes as identified in section 4.3.1

For the Western FIA, key infrastructure considerations in any future PSP development should include:

- provision at an early stage of an open space corridor along the Moorabool River linking Fyansford and Batesford
- building on existing open space and community infrastructure within the Bell Post Hill portion of the FIA
- enhancing community infrastructure within Fyansford
- provision of infrastructure to support sustainable outcomes as identified in section 4.3.1

Employment opportunities and economic impacts

Both FIAs have the capacity to provide onsite employment opportunities, primarily through activity centre and commercial nodes to achieve a one job per household benchmark.

The Northern FIA is located close to the GREP and within 15 minutes of the Avalon Airport node. This area also has the opportunity to provide a larger catchment for the Corio subregional shopping centre. As identified above there is also opportunity to expand the GREP employment node.

A key consideration for the Northern FIA will be ensuring that activity centres are of an appropriate size (that is, large neighbourhood) to ensure the primacy of the Corio subregional shopping centre and Lara town centre activity. An Economic Impact Assessment supported by a Social Impact Assessment will be a critical requirement.

The Western FIA is within five kilometres of Central Geelong and well positioned within ten minutes' drive to the GREP and Deakin employment nodes. Again the provision of activity centres and employment nodes will need to be timed and of a scale to ensure the retail centres of Bannockburn and Fyansford and the employment node at Gheringhap are not prejudiced. An Economic Impact Assessment supported by a Social Impact Assessment will be a critical requirement.

Transport choices

While both FIAs have access to major roads they are challenged by the lack of ready access to public transport options, particularly trains. Detailed transport plans should be provided to support the development of PSPs which examine existing network capacity and upgrade requirements, impacts on existing freight networks and sustainable transport considerations as identified section 4.3.1. Transport network modelling should utilise material from the Victorian Integrated Transport Model (VITM) developed for Geelong.

For the Northern FIA, key transport infrastructure considerations in any future PSP development should include:

- identification of public transport corridors to the GREP, Corio Village and to Corio and North Shore railway stations
- bus networks, including linkages to key destinations and internal priority networks and treatments
- internal pedestrian and cycle networks and linkages to Corio and Lara, including on and off road bicycle paths.

For the Western FIA, key transport infrastructure considerations in any future PSP development should include:

- identification of a future station and associated precinct on the Ballarat – Geelong rail line
- major river crossing road linkages to the Midland Highway. These are likely to involve substantial structures which will require design to consider impacts on the river corridors and landscape
- a long term strategy for traffic management and upgrades on the Hamilton and Midland Highways and investigation of an additional Ring Road over-bridge connection to Urban Geelong and potential utilisation of the former rail reserve as a transit corridor so as to provide additional capacity to support growth to the south of the FIA
- bus networks including linkages to key destinations and internal priority networks and treatments
- internal pedestrian and cycle networks including the creation of a shared path within a 'green corridor' to provide connection from Cowies Creek to the Barwon River and linkages to Fyansford and Batesford.

Environment

The Northern FIA has minimal opportunities to build on existing environmental assets. It is likely there are some remnant grasses however the FIA has been highly modified and grazed. There is opportunity to provide for an open space network linked to major drainage lines. A consideration in any future PSP should include the opportunity to set aside a large area to create an urban forest and associated grassland reserve to improve biodiversity outcomes in the area.

Within the Northern FIA further considerations in any future PSP development should include:

- development of a Native Vegetation Precinct Plan to inform future application of ESO4
- native vegetation ground truthing assessment including habitat assessments for Golden Sun Moth and Striped Legless Lizard and presence and distribution of those species
- native vegetation quality assessment including net gain assessment.

The Western FIA has a range of environmental features of significant value including three waterways, areas of remnant vegetation and habitat. Key environment considerations in any future PSP development should include:

- the opportunity to create a 'green corridor' connecting the three water courses west of Geelong (Barwon River, Moorabool River and Cowies Creek)
- development of a Native Vegetation Precinct Plan
- protecting, enhancing and linking key habitat and remnant native vegetation areas including adjacent areas such as the Dog Rocks Flora and Fauna Sanctuary and Moorabool River Reserve and potential biolinks
- comprehensive ecological assessment including seasonal flora and fauna surveys
- providing greenways
- designing waterways to provide security of supply to enable restoration of the Moorabool River
- restoring waterways through the removal of channels, revegetating edges, connecting the original Moorabool river alignment remnants and providing integration with the former quarry
- providing for the adaptive reuse of the former quarry to provide a recreational lake with appropriate access, slope battering and landscape treatments
- financial mechanisms to manage the lake on an ongoing basis such as a special rate.

Other site specific considerations

For the Northern FIA, considerations in any future PSP development should include:

- geotechnical investigation of the north eastern slope (Lovely Banks monocline)
- view shed analysis and response for ridgeline

For the Western FIA, considerations in any future PSP development should include:

- geotechnical investigation of the overburden dumps and environmental audit for potential contamination associated with extractive industry operations. This may identify the need for an Environmental Audit Overlay
- quarry Rehabilitation Plan review to ensure the rehabilitation can progress according to the ultimate land use arrangement
- groundwater recovery investigation to identify land stability impacts of groundwater rebounding associated with refilling of quarry
- basalt quarry rehabilitation
- Open Space Master Plan and a Lake Management Plan supported by detailed water quality investigations
- geotechnical investigation of potential landslip areas adjacent to Cowies Creek; between Geelong Ring Road and Moorabool River; between Midland Highway, Moorabool river and Deviation Channel; and Barwon River banks
- view shed analysis and character design response for escarpment and other exposed landscape features or areas - this may inform application of Significant Landscape or Design and Development Overlays.

The complexities associated with the environmental elements of the Western FIA including quarry and river rehabilitation, lake management, water regime monitoring and potential contamination would benefit from a coordinated agency response to assist in the approvals process.

The Background Report provides more detailed explanation of issue context and suggested management approaches.

Suggested response:

That the development of part of the Further Implementation Area as a future growth area:

- does not have significant "beyond compliance" New practice design and community outcomes
- include development of a Sustainability Plan including a Sustainable Transport Plan based on consideration of outcomes in the Implementation Plan
- be supported by an Integrated Infrastructure Delivery Plan development process
- be supported by a Housing Diversity Plan as identified in the Implementation Plan
- consider the community design and site specific issues identified in the Implementation Plan, including growth and design guidelines, and establishment of a design approval mechanism



4.4 NEXT PLANNING STEPS

The following considerations are identified to guide and support the next planning steps to preserve future growth options and advance one of the FIAs to future growth area status.

4.4.1 Timing

As identified in the *Background Report* it is important to ensure the appropriate amount of residential land is supplied to the market at the right time and in the right place with appropriate servicing. A key challenge is to provide for the release of sufficient well-serviced and strategically located land while avoiding the creation of too many dispersed development fronts or an over-supply of zoned residential land stocks, as this will result in increased infrastructure servicing costs and contribute to the increased cost of housing. Spreading infrastructure demand across many dispersed development fronts will mean that economies of scale in the delivery of infrastructure will not be achieved (Spatial Economics 2013).

Other critical considerations in bringing on major new growth fronts include:

- the level of existing capital investment in current growth areas by councils and other agencies requiring a rate of return
- service cost increases for consumers
- infrastructure needs and priorities of existing communities
- diversion of infrastructure investment projects from existing planned growth areas and weakening the functionality of existing and newly developing employment nodes.

The Growth Plan's directions for the sequencing of growth identify that the FIAs provide a medium to long term housing growth role. This direction is confirmed and reinforced by current land supply levels identified in the City of Greater Geelong Land Supply Report. This report indicates that at present levels of lot supply consumption, existing zoned land and identified future growth area supply is sufficient to meet the growth needs of Geelong for around 20 years before one of the FIA areas might be required. Increased infill housing activity will also extend growth capacity within existing urban and identified growth areas. A range of factors will continue to influence annual population growth and future housing activity rates.

In order to ensure that Geelong is able to accommodate additional growth opportunities in the medium to long term and respond to any major changes in growth activity in a timely manner, the timing of planning and release of land in the FIAs needs to be linked to a rigorous, evidence-based approach involving:

- a regular review of land supply in urban Geelong to monitor existing zoned land and identified future growth area supply levels and adequacy
- the impacts of major land use policy directions including the Metropolitan Planning Strategy
- an understanding of impacts on infrastructure capacity, priorities and service delivery cost impacts.

4.4.2 Out of sequence considerations

A significant magnitude of investment in infrastructure is required to enable initial development of an FIA or support its subsequent growth. This includes major water and sewerage infrastructure, roads and extensive community infrastructure. Rezoning land too early or rezoning both FIAs at the same time could result in inefficient growth outcomes.

The Implementation Plan strongly advocates for an FIA not to be developed out of sequence to the growth priorities identified in the Growth Plan. While not advocated, should the City of Greater Geelong, state government and other key infrastructure delivery agencies agree that a sound case be made for an FIA to progress to detailed planning and be developed 'out of sequence' then the following considerations are critical:

- demonstrable significant net community, economic and environmental benefits for Geelong and the region
- the development of an Integrated Infrastructure Delivery Plan. This should include a plan for advanced infrastructure provision and cost recovery including council infrastructure with deferral of council and agency costs for infrastructure contributions for a set period. This set period should align with anticipated timing for land development identified at 4.4.1
- the development of a Sustainability Plan, including a Sustainable Transport Plan covering elements identified at sections 4.3.1 and 4.3.4
- the establishment of a suitable mechanism for the development of a Framework Plan/Precinct Structure Plans, Transport and Infrastructure Plans. Ideally, the City of Greater Geelong would be the lead and engaging with key proponents and landowners, and costs would be covered by a development contribution under a DCP.



4.4.3 One growth area or two?

As identified in the *Background Report*, there is a high risk associated with allowing the FIAs to develop as growth areas at the same time. Developing both areas would require substantial upfront infrastructure, including separate sewerage treatment plants, which is not financially sustainable and would exacerbate the impacts identified above.

Together, the two FIAs provide capacity for over 25,000 homes and 60,000 people which substantially exceeds growth forecasts and demands to well beyond 2050 given existing planned growth and infill capacity.

It is recommended that only one FIA be developed in its entirety including consideration of any logical inclusions to build on existing investment before the other is considered for development consistent with the timing identified above. This means the second FIA is unlikely to be needed as a growth area in the foreseeable long term future.

However, in order to consider the longer term growth of Geelong well beyond 2050 it is considered appropriate that the FIA designation remain, requiring some policy direction will be required to enable some broader land use activity and limited subdivision.

The Implementation Plan does not identify a priority area. Each area has its relative merits and challenges. It is suggested that the City of Greater Geelong consider the analysis and directions provided in the Implementation Plan to determine which area delivers the greatest benefit to Geelong and the wider region in terms of employment, ability to achieve sustainable outcomes and utilisation of infrastructure, and provision of wider community benefits and environmental outcomes.

Choosing one area rather than two creates an issue regarding what to do with the FIA that does not have a growth area role in the foreseeable future. Options include:

- retaining the FIA or similar designation on the land through the planning scheme and progressing the second FIA as a growth area once warranted by land supply triggers
- deleting the FIA status once the other preferred growth area is rezoned.

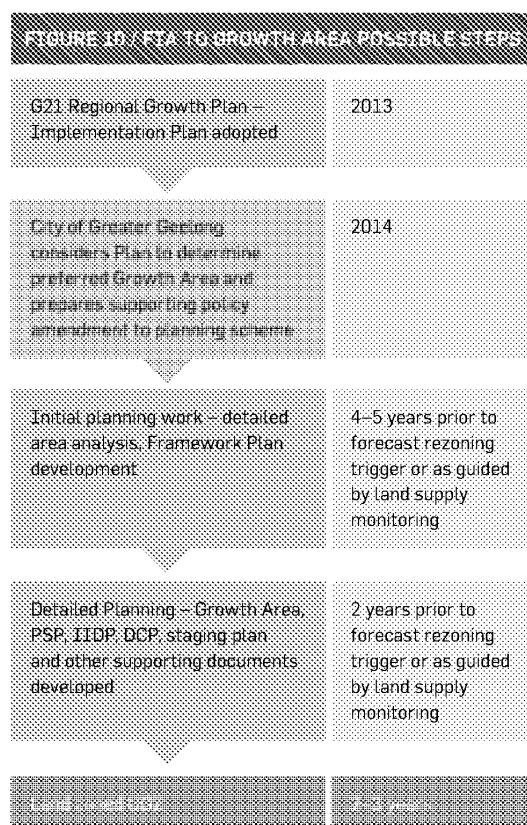
In determining an approach the following aspects should be considered:

- the likely future use of the land if it were not a growth area
- the potential for long term land speculation or land being tightly held and creating high land development costs
- providing land owner and community certainty
- blighting or preventing land from being developed for any use which might prejudice long term urban use.

The Northern FIA comprises smaller rural holdings and adjoins a rural living area. It is anticipated that, without a growth role, this area would undergo some conversion to smaller rural living or low density residential lots particularly at the southern and eastern edges and to the north be used for agriculture.

The larger portion of the Western FIA south of Midland Highway includes a quarry operation with less than 20 years resource life. The site's rehabilitation plan will provide some limited agricultural opportunities. Obtaining a public link along the Moorabool River and enhancement of the corridor is a significant community and environmental benefit opportunity which may require other land use opportunities to be explored. The northern portion of the FIA in Bell Post Hill has some logical urban or low density living role given its levels of access and existing facilities.

A suggested series of steps for progressing to identification of a preferred FIA and growth area planning is identified in **Figure 10**.



4.4.4 Phasing

Each of the FIAs have a logical sequencing, or phasing, based on infrastructure availability or major land use issues as notionally shown in **Map 14** and **15**. Specific decisions on phasing should account for interface treatments with Heritage, Floodway, Inundation and Environmental Overlays, efficient infrastructure rollout, and be responsive to market considerations and be managed through the PSP process. Phasing of employment nodes should balance impacts on other employment nodes with the need to establish employment opportunities early on. Again, economic impact assessments will be important to support this along with employment attraction strategies.

While phasing plans need to be developed as part of the PSP process which will provide a greater basis for phasing, the following indicative FIA phasing suggestions are made.

Northern FIA:

- **Phase 1** - progressing north and west of existing Rural Living nodes. Neighbourhood centre to be staged to minimise impacts on other centres until appropriate population thresholds are reached
- **Phase 2** - northern and western fringes and any other employment nodes and rural living area transition response.

There is potential for future expansion of the FIA to include land to the west of Evans Road, maintaining appropriate buffers to industry as well as to transmission lines and rural interfaces.

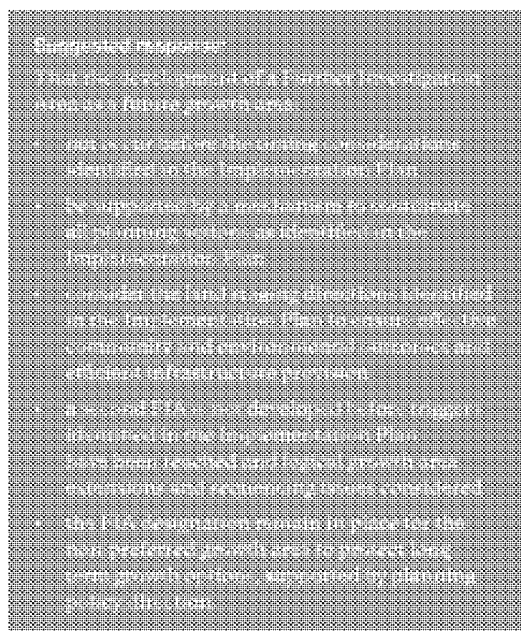
Western FIA:

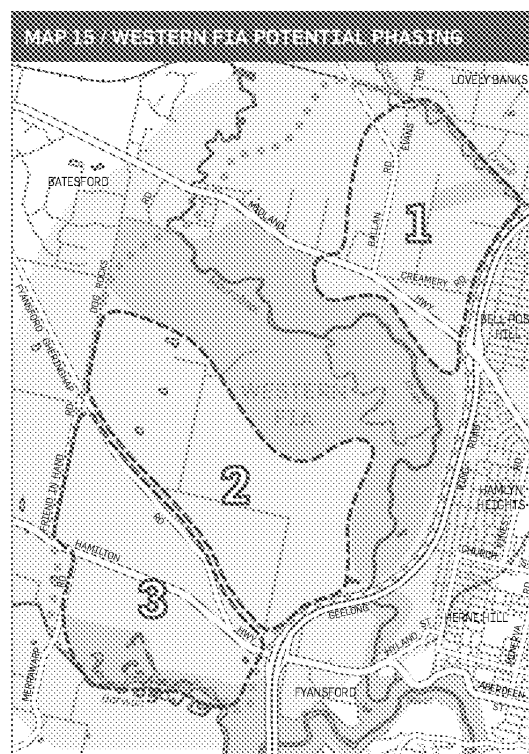
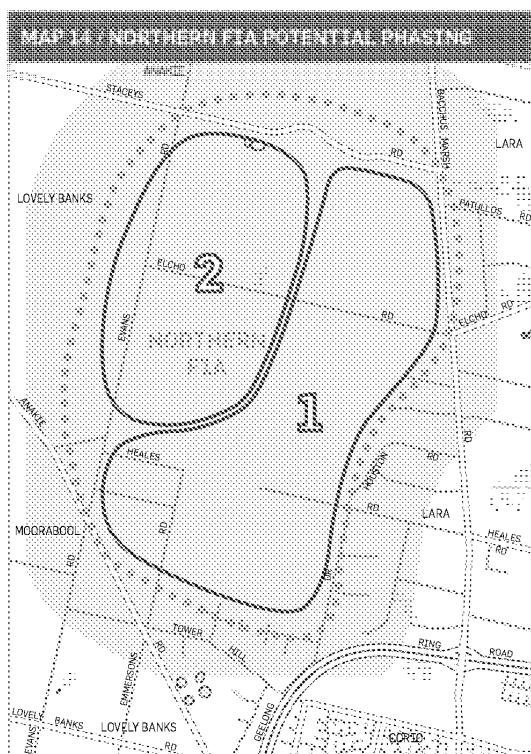
- **Phase 1** - Bell Post Hill node, building on existing school and open space infrastructure and connections to Creamery Road and south of Midland Highway above the Moorabool River escarpment. Phase 1 should be linked to the duplication of the Midland Highway to the Geelong Ring Road. Potential exists for inclusion of some areas between the Geelong Ring Road and Moorabool River following resolution of location of Water Reclamation Plant and further targeted land capability analysis including geotechnical, odour, noise and access issues.
- **Phase 2** - area north of Fyansford-Gheringhap Road subject to appropriate quarry rehabilitation and provision of road connections to Midland Highway and duplication of Hamilton Highway to the Ring Road. Completion of entire open space network.

- **Phase 3** - off Hamilton Highway, subject to traffic capacity issues being addressed into Urban Geelong and consideration of economic impacts of the major employment precincts on other key growth area employment precincts including Fyansford, Bannockburn and Armstrong Creek. Drainage issues may also significantly reduce development opportunities within the Fyansford-Gheringhap Road and Hamilton Highway corridor area.

Development of and access to the Moorabool River open space corridor has not been tied to a residential development phase. The phasing of the open space component should be independently negotiated to provide for enhancement works to commence in the near future. The timing and phasing of development of the open space corridor should take into account:

- the potential community benefit to be derived from the opportunity
- the rehabilitation plan for Batesford Quarry
- the need for safe public access and separation from quarry operations
- the integration and connection with Fyansford Green open space components
- timing of an environmental improvement and works program
- the as yet unconfirmed location for a Water Reclamation Plant site
- funding and ongoing management model for open spaces and waterways.





EACH OF THE FIAs HAVE A LOGICAL SEQUENCING, OR PHASING, BASED ON INFRASTRUCTURE AVAILABILITY OR MAJOR LAND USE ISSUES

4.4.5 Detailed planning

Once a preferred FIA has been identified as a future growth area, the following planning approaches are recommended (note: this is based on the assumption that, in the future the following planning tools remain available and largely unchanged):

Zoning

The recommended land zoning approach is the application of the Urban Growth Zone supported by an overall Framework Plan and planning policy. More detailed zones and overlays would be developed as part of the PSP process.

Precinct Structure Plan(s)

The development of PSP(s) will provide a mechanism to undertake more detailed growth area and neighbourhood level planning.

This planning step would be informed by a range of detailed site analyses, specific plans and information including:

- geotechnical
- hydrological
- flooding/drainage including stormwater management plans
- Cultural Heritage Management Plan
- Post-contact Heritage Assessment
- biodiversity
- utility services
- traffic
- Bushfire Hazard Assessment
- other reports detailing site specific considerations identified in the Implementation Plan
- Integrated Infrastructure Delivery Plan (IIDP) and associated DCP
- Sustainability Plan
- Housing Diversity Plan
- design guidelines
- 'out of sequence' considerations (as required).

PSP development process

Options for PSP delivery include:

- preparation managed by the planning authority (City of Greater Geelong). This is the preferred option, but may have staff and financial resource implications including those associated with auspicings specialist reports. Reasonable costs for developing PSPs can be defrayed through DCPs. This option should involve mechanisms to ensure appropriate land owner/developer and infrastructure provider agency involvement
- preparation managed by the developer consortium with or on behalf of all land owners. This option can sometimes result in less than optimum outcomes, is not as transparent and may not involve the same level of agency integration as the first option, and can disenfranchise smaller land holders
- preparation by a third party such as the GAA. This option is not recommended as it introduces another level of planning responsibility, although it is noted that the GAA can play a valuable peer review or other support role given its extensive growth area planning experience.

Determination of the preferred option should also consider processes for developing the IIDP and associated DCPs, Sustainability Plan, Housing Diversity Strategy and design guidelines and their ongoing implementation/application.

Planning policy

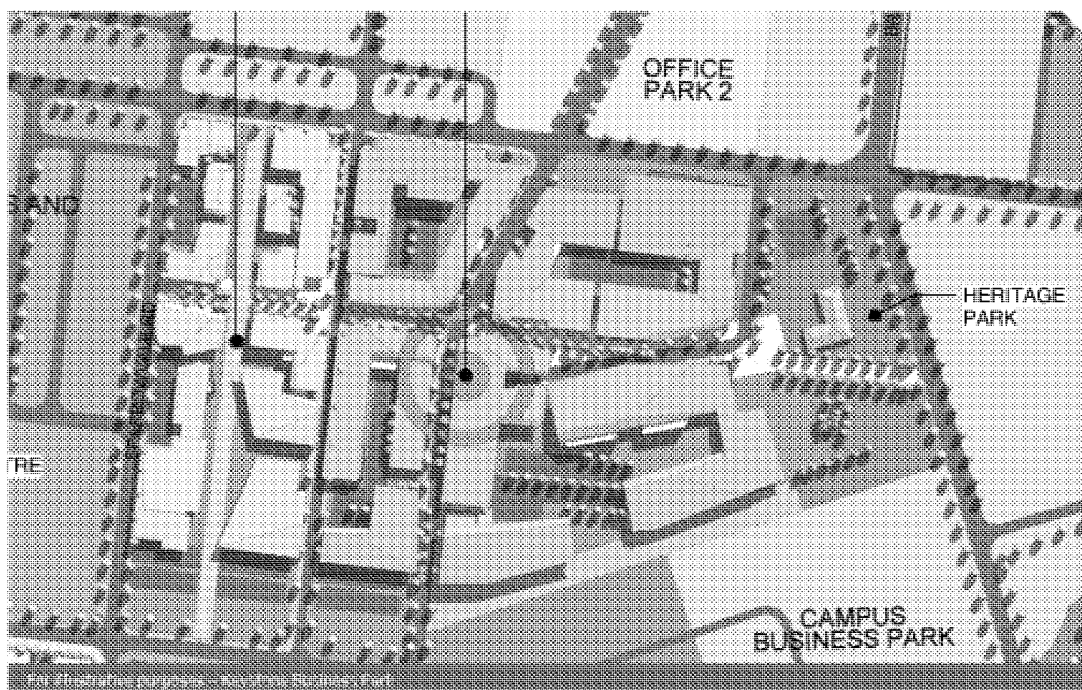
Supporting Planning Municipal Strategic Statement or Local Planning Policy and other scheme changes are likely to be required, including:

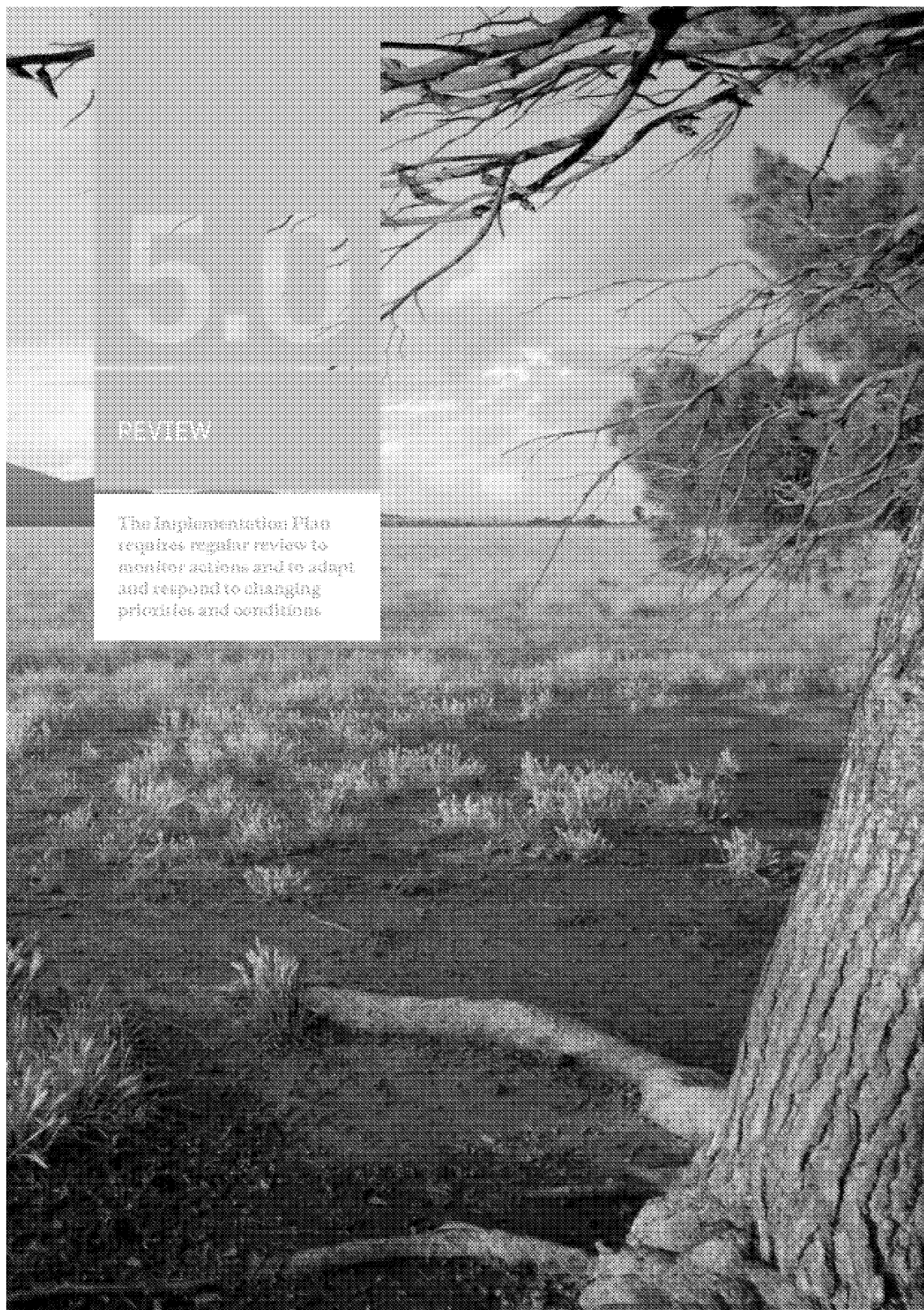
- changes to the Municipal Framework Plan identifying the growth area and remaining FIA
- policy around interim land use and development activity before the application of an Urban Growth Zone to a preferred FIA
- inclusion of a Growth Area Framework Plan and supporting policy at the appropriate time
- directions for the FIA not selected as a growth area
- inclusion of PSP and DCP provisions.

Suggested response:

That the following planning approach be considered for progressing a Further Investigation Area in the growth area planning and zoning phase at the appropriate time:

- appointment of an Urban Growth Zone supported by a Framework Plan and policy;
- development of a PSP and supporting documents as identified in the Implementation Plan;
- a PSP prepared by the City of Greater Geelong with costs covered by a DCP as identified in the Implementation Plan;
- establishment of mechanisms to implement and monitor the PSP, Sustainable Plan, Housing Delivery Strategy and design guidelines;
- review existing Greater Geelong Planning Scheme policy provisions as appropriate.





REVIEW

The Implementation Plan requires regular review to monitor actions and to adapt and respond to changing priorities and conditions.

The Implementation Plan needs to be flexible enough to respond to future changes in society, the economy and environment so that it remains valid and relevant.

5.1 IMPLEMENTATION PLAN REVIEW

To ensure the Implementation Plan remains current and adaptable as new information becomes available, future strategies are completed and new priorities are identified, it is important that the Plan is reviewed regularly.

The key focus of any future review should be:

- the Infrastructure Plan - identifying implementation progress, new and completed projects, examining timelines and priorities
- land supply information - including monitoring land supply across the regions key centres and undertaking new assessments
- monitoring progress on Housing Strategy Incentive Action Plan implementation.

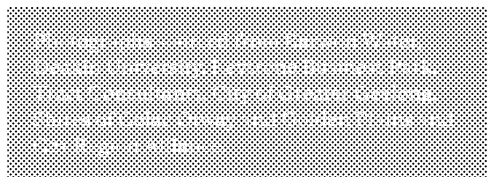
Summary response

- The Implementation Plan is reviewed every three years to ensure that it remains relevant to the future growth plan, given changes in the environment, the economy, society, the planning and services roles.
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PROJECT STEERING GROUP

Peter Bettess (Chair) - City of Greater Geelong
Greg Anders - Golden Plains Shire
Peter Anderson - DTPLI
Dennis Barker - Surf Coast Shire
Elaine Carbines - G21 Region Alliance
Rebecca Casson - Committee for Geelong
Peter Dorling - Committee for Geelong
Jack Green - Colac Otway Shire
Grant Hull - DEPI
Phil Josipovic - Borough of Queenscliffe
Ann Kirwan - DTPLI
Kim McGough - DSDBI
Richard Milne - DSDBI
Peter Morgan - Barwon Water
William Tieppo - VicRoads
Jozef Vass - DTPLI

PROJECT TEAM

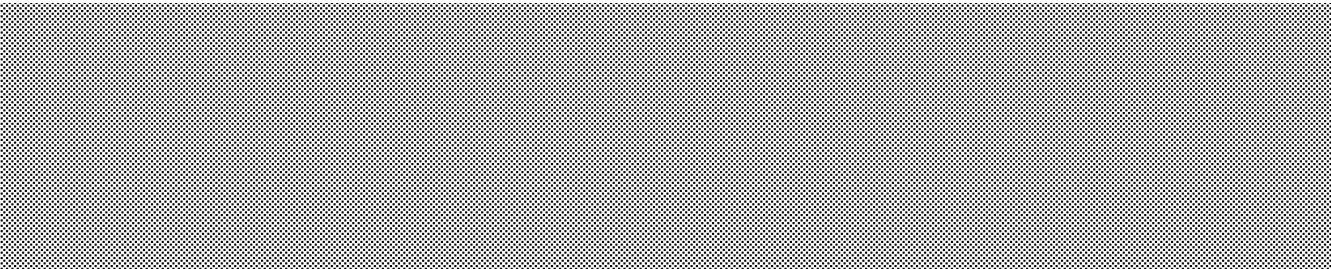
Tim Hellsten - Project Manager
Michael Bayley - Senior Infrastructure Planner
Nick Wynn - Senior Strategic Planner

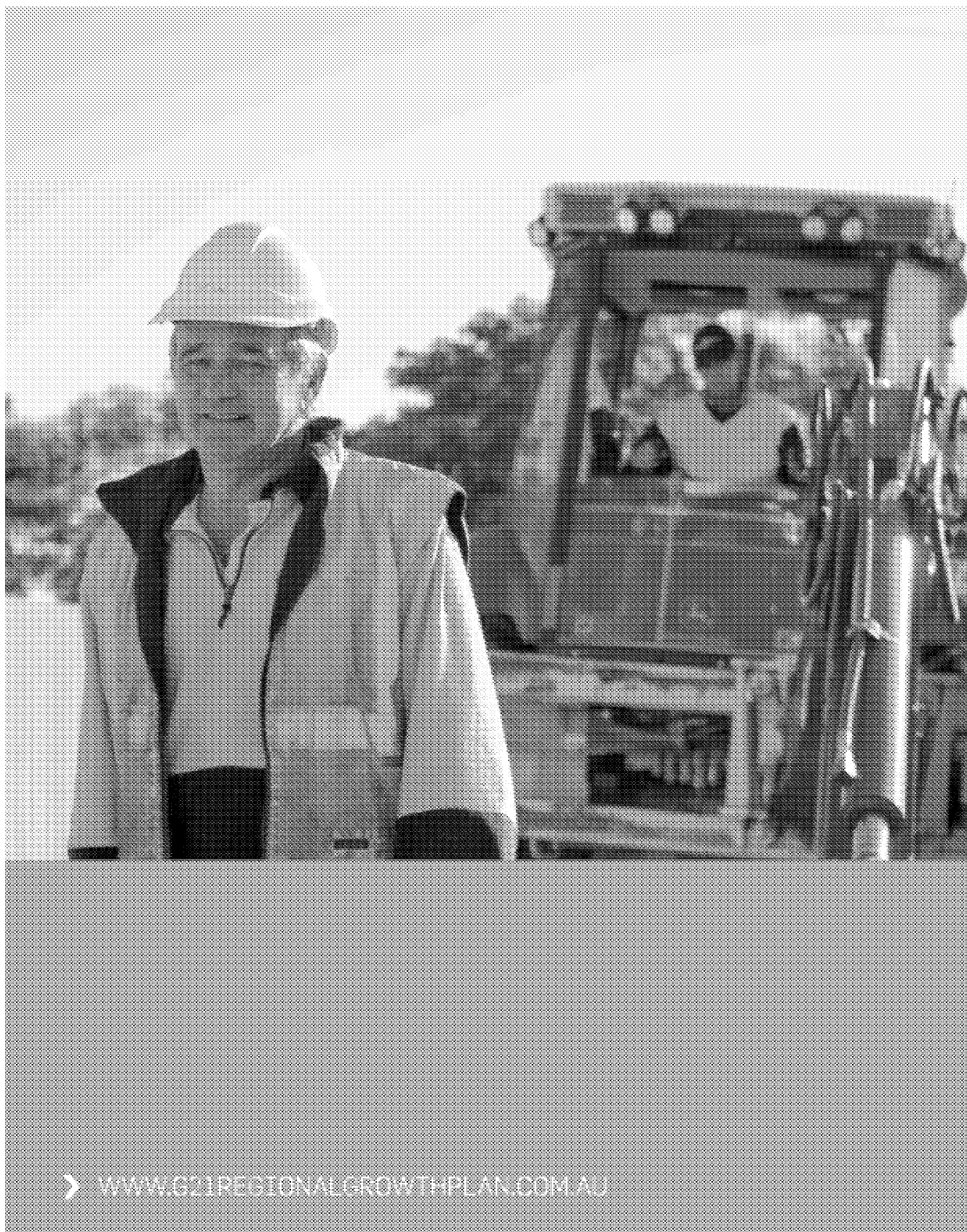
TECHNICAL REFERENCE GROUP

Geoff Brooks - DEPI
Meg Bullen - DSDBI
Terry Demeo - City of Greater Geelong
David Fary - VicRoads
Heather Forsyth - City of Greater Geelong
Mark Hearsch - DTPLI
Karen Hose - DTPLI
Damien Kennedy - DTPLI
Brydon King - Surf Coast Shire
Doug McNeill - Colac Otway Shire
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NOTES

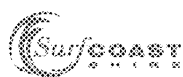




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GLOSSARY

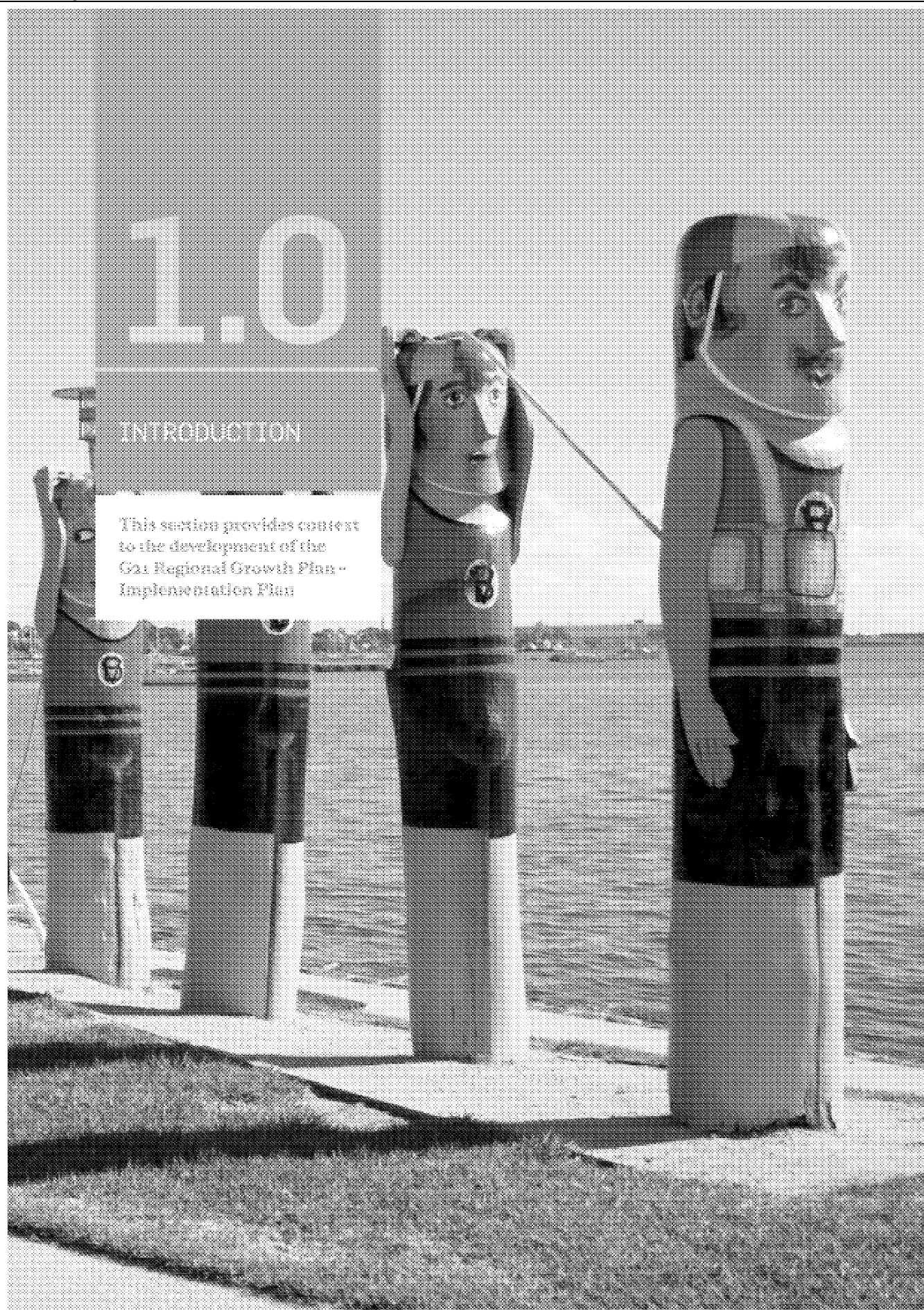


ACRONYMS USED IN THIS DOCUMENT

| | |
|----------------|--|
| CCMA / | Corangamite Catchment Management Authority |
| COM / | Committee of Management |
| CSIRO / | Commonwealth Scientific and Industrial Research Organisation |
| DHS / | Department of Human Services |
| DTPLI / | Department of Transport, Planning and Local Infrastructure |
| DEPI / | Department of Environment and Primary Industries |
| DSDBI / | Department of State Development, Business and Innovation |
| GAA / | Growth Areas Authority |
| GOR / | Great Ocean Road |
| GREP / | Geelong Ring Road Employment Precinct |
| NBN / | National Broadband Network |
| NDIA / | National Disability Insurance Agency |
| UDP / | Urban Development Program |

TERMS USED IN THIS DOCUMENT

| | |
|---|--|
| <i>District Towns /</i> | The towns of Bannockburn, Colac, Drysdale-Clifton Springs, Lara, Leopold, Ocean Grove, Torquay-Jan Juc, and Armstrong Creek |
| <i>Broadhectare land /</i> | New development on greenfield sites (sites that have not been used for urban development before) on the edge of the established urban area |
| <i>Established urban area /</i> | Land supply term used to describe the existing urban area which broadly follows township boundaries excluding rural residential areas and broadhectare land. The established urban area includes dispersed infill (small dwelling projects usually on residential zones), major infill (large projects commonly greater than 10 dwellings) and redevelopment sites. |
| <i>Further Investigation Areas /</i> | Areas identified in the Growth Plan with potential for medium to longer term growth |
| <i>Growth Plan/G21 Regional Growth Plan /</i> | The G21 Regional Growth Plan provides a strategic planning framework for growth of the region to 500,000 people by 2050 |
| <i>G21 Geelong Region Alliance /</i> | The formal alliance of government, business and community organisations working together to improve the lives of people within the G21 region across five municipalities - Greater Geelong, Colac Otway, Surf Coast, Queenscliffe and Golden Plains |
| <i>Infrastructure Plan /</i> | A regional level plan to provide critical infrastructure to support population and employment growth consistent with the Growth Plan |
| <i>Regional/subregional /</i> | A term applied to the Infrastructure Plan covering either the G21 region or one of seven subregions: Urban Geelong (including Armstrong Creek), Lara, Bellarine Peninsula, southern Golden Plains (including Bannockburn, Lethbridge, Inverleigh, Teesdale, Shelford and Batesford), Torquay (including Anglesea and Lorne), Winchelsea (including Moriac), Colac (including Birregurra, Forrest and Apollo Bay) |
| <i>Rural residential supply /</i> | Land zoned Low Density Residential (LDRZ) or Rural Living (RLZ) |
| <i>Urban Geelong /</i> | Encompasses the adjacent urban areas between the Armstrong Creek Urban Growth Area and Corio, the Geelong Ring Road and Corio Bay. |





WHAT IS THE G21 REGIONAL GROWTH PLAN – IMPLEMENTATION PLAN?

The *G21 Regional Growth Plan* (Growth Plan) manages growth and land use pressures to 2050. It pulls together the strategic land use and growth planning already done across the region and builds on this to identify where future residential and employment growth will occur. It also identifies the key infrastructure required to manage and support this growth.

The Growth Plan identified four key actions to be investigated, developed and packaged into an Implementation Plan:

- an Infrastructure Plan that will identify the key regional level infrastructure projects critical to supporting the housing and employment growth directions of the Growth Plan
- a Residential and Industrial Land Supply Report and a Land Supply Monitoring and Reporting Tool that will enable more accurate reporting and monitoring of land supply across the region
- a Housing Strategy Incentives Report that will outline actions to support strategic housing objectives, including the take up of land for higher density living at identified key nodes and for the development of housing markets in centres such as Winchelsea and Colac
- an analysis of the identified Further Investigation Areas to identify constraints and opportunities, key infrastructure requirements and planning outcomes and set out a timing and land planning/development process.

The Implementation Plan will provide data and recommendations to support the next phase of settlement and infrastructure planning across the region following the directions and principles of the Growth Plan.

The Implementation Plan will be an important planning tool for the G21 region. It will identify funding priorities for critical infrastructure and be used by project partners and other service providers and agencies to plan future infrastructure and service provision.

It is proposed that the final Implementation Plan be adopted by each of the G21 councils.

WHO IS INVOLVED?

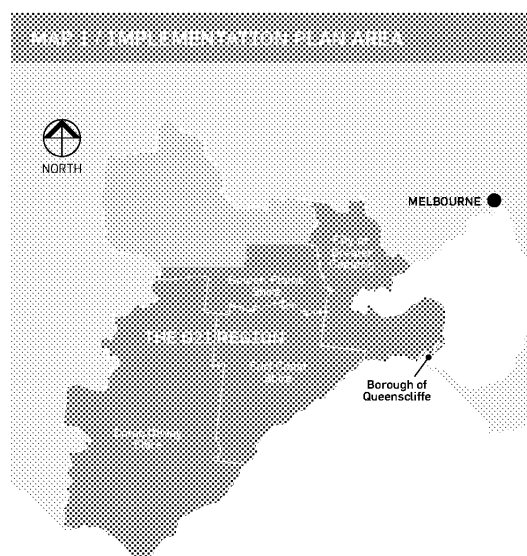
The project has been managed by the five G21 councils in partnership with state government including the Departments of Transport, Planning and Local Infrastructure, Environment and Primary Industries, and State Development, Business and Innovation; Barwon Water, VicRoads and regional lobby group the Committee for Geelong.

A Project Steering Group comprising representatives of the project partners has guided the development of the plan.

A project team ensured the project was delivered within the agreed timelines.

WHERE IS THE PROJECT BOUNDARY?

The project boundary is the same as that covered by the G21 Regional Growth Plan (refer **Map 1**) and includes the municipalities of Greater Geelong, the Borough of Queenscliff and the Shires of Surf Coast, Colac Otway and Golden Plains (southern portion only).



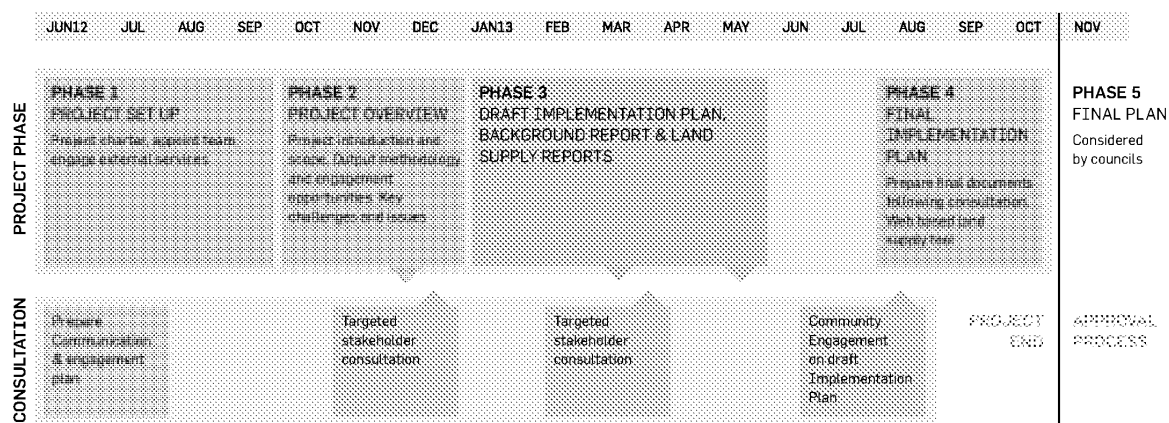
PROJECT TIMELINE AND ENGAGEMENT

The project was developed over four phases as identified in **Figure 1**:

- Phase 1 - Project set up
- Phase 2 - Project Overview and development
- Phase 3 - Develop draft Implementation Plan and supporting documents for community consultation
- Phase 4 - Finalise Implementation Plan and Land Supply web-based tool
- Phase 5 - *Implementation Plan adoption (out of scope).*

The Implementation Plan and supporting documents have been developed following extensive consultation with key infrastructure service providers as well as key stakeholders within the Further Investigation Areas. They have been refined following consultation on the draft plan and consideration of submissions.

FIGURE 1. PROJECT TIMELINE





STRUCTURE OF THE IMPLEMENTATION PLAN

The Implementation Plan comprises:

G21 Regional Growth Plan - Implementation Plan (Implementation Plan)

The Implementation Plan identifies regional infrastructure priorities and key recommendations around strategic housing policy, land supply and planning for future investigation areas

G21 Regional Growth Plan - Implementation Plan Background Report (Background Report)

The Background Report (this document) provides more detailed analysis and data that underpins the directions of the Implementation Plan

Residential and Industrial Land Supply Reports

A series of residential and industrial land supply reports (one for each G21 region municipality) which have informed the directions of the Implementation Plan around land supply adequacy.

The Implementation Plan is informed by:

Residential and Industrial Land Supply Background Paper

Providing a detailed methodology for land supply data collection and reporting undertaken by Spatial Economics

Strategic Housing Incentives Action Plan

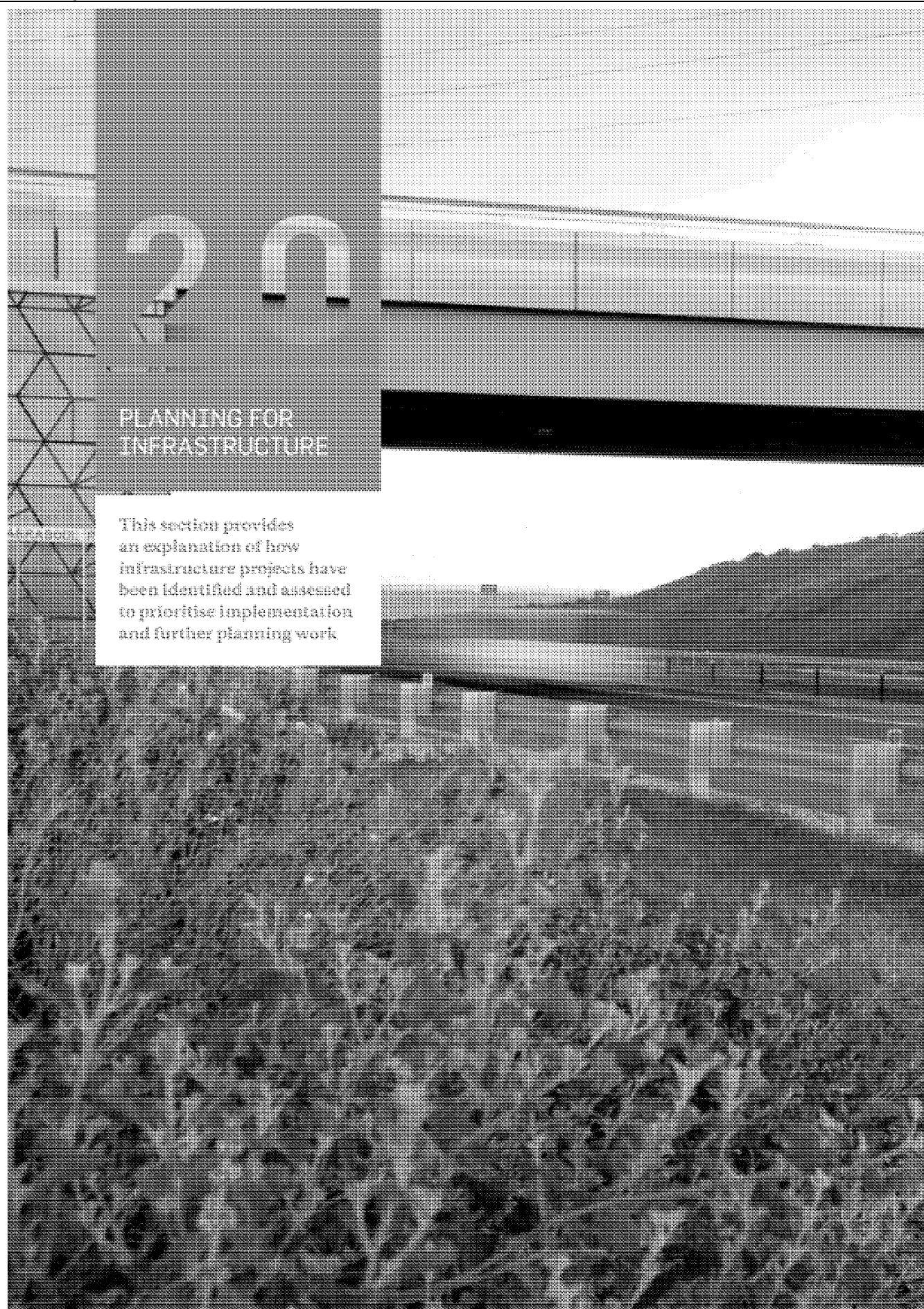
A detailed report, prepared by Urban Enterprise, of findings and recommendations which has informed the Implementation Plan's recommendations around strategic housing incentives

| STRUCTURE OF THE BACKGROUND REPORT | | |
|------------------------------------|---|---|
| 1 | INTRODUCTION |  |
| 2 | PLANNING FOR INFRASTRUCTURE

How infrastructure projects have been identified and assessed for inclusion in the regional Infrastructure Plan. |  |
| 3 | LAND SUPPLY AND STRATEGIC HOUSING DIRECTIONS

Provides an overview of methodology for the assessment of the region's residential and industrial land supply and barriers to achieving the Growth Plan's strategic housing directions as well as the basis for identification of key incentives. |  |
| 4 | PLANNING FOR LONGER GROWTH

Provides a detailed analysis of the Further Investigation Areas as well as the factors for consideration in land development timing. |  |





'An integrated plan to accelerate the delivery of critical infrastructure in a coordinated manner for the long term growth and economic prosperity of the region ...will provide direction for future regional development and reduce the risk of unforeseen issues' (G21 Economic Development Strategy 2013).

2.1 INTRODUCTION

The role of a regional Infrastructure Plan

This section of the Implementation Plan identifies and prioritises the critical pieces of (physical and community) infrastructure at regional and subregional level required to achieve the Growth Plan directions and deliver (and steer) planned and future growth. Infrastructure at local level, while important, is not examined in any detail in the Implementation Plan.

The strategy for planning for regional infrastructure or simply, the 'Infrastructure Plan', provides:

- a development framework for the timely and efficient rollout of key infrastructure servicing growth areas
- mapping of growth areas consistent with the Growth Plan 'sequencing of growth and planning' to be used as a basis for identification of critical infrastructure required to service planned and future areas
- a framework for the prioritisation of projects seeking external funding based on a rigorous but high-level assessment criteria
- for the recognition of G21 priority and pillar projects as projects of regional significance
- in consideration of the above elements, a sequencing plan for regional infrastructure projects by theme and subregion, indicating timing, estimated budget and likely funding source/s.

The prioritisation framework and sequencing plan will be used to inform future decision making on infrastructure project planning and act as supporting documents for funding submissions. Together, they form the basis of a strategic investment plan, without inferring a project delivery commitment, and are living documents that can be readily updated to reflect altered priorities.

The Growth Plan identified that the effective planning of key infrastructure is critical in responding to growth challenges and for driving and supporting future growth. The key infrastructure items to be identified are those that deliver positive economic, social and environmental outcomes in conjunction with the region's growth and enable the effective movement of people and goods.

INFRASTRUCTURE THEMES

For this project, infrastructure has been grouped into five themes:

| | |
|--------------------|---|
| Transport | Road, rail, public transport and active transport |
| Utilities | Water and sewerage, stormwater drainage and flooding, gas and electricity, telecommunications |
| Community | Education, health, arts and culture, sport and recreation, emergency services, waste management |
| Business | Airport, ports and harbours, agriculture, major urban precincts |
| Environment | National, state and regional park assets. |

Regional and subregional projects

The focus of projects for this plan is at the regional and subregional (as opposed to the local) level, consistent with the Growth Plan directions.

Projects of a regional or subregional scale include key transport links between town centres and employment nodes, main connectors/facilities for reticulated services and community and economic infrastructure of wider than local importance and reach. Local scale projects are those at town level that would typically be included in town structure plans or other local service delivery plans.

The Infrastructure Plan identifies 'regional' and 'subregional' level projects (refer **Figure 2** and **Map 2**).

Regional level (overall G21 region):

- projects of regional significance that affect multiple subregions, for example major highway or rail links and open space corridors or coastal zones
- identified G21 Priority and Pillar Projects.

Subregional level:

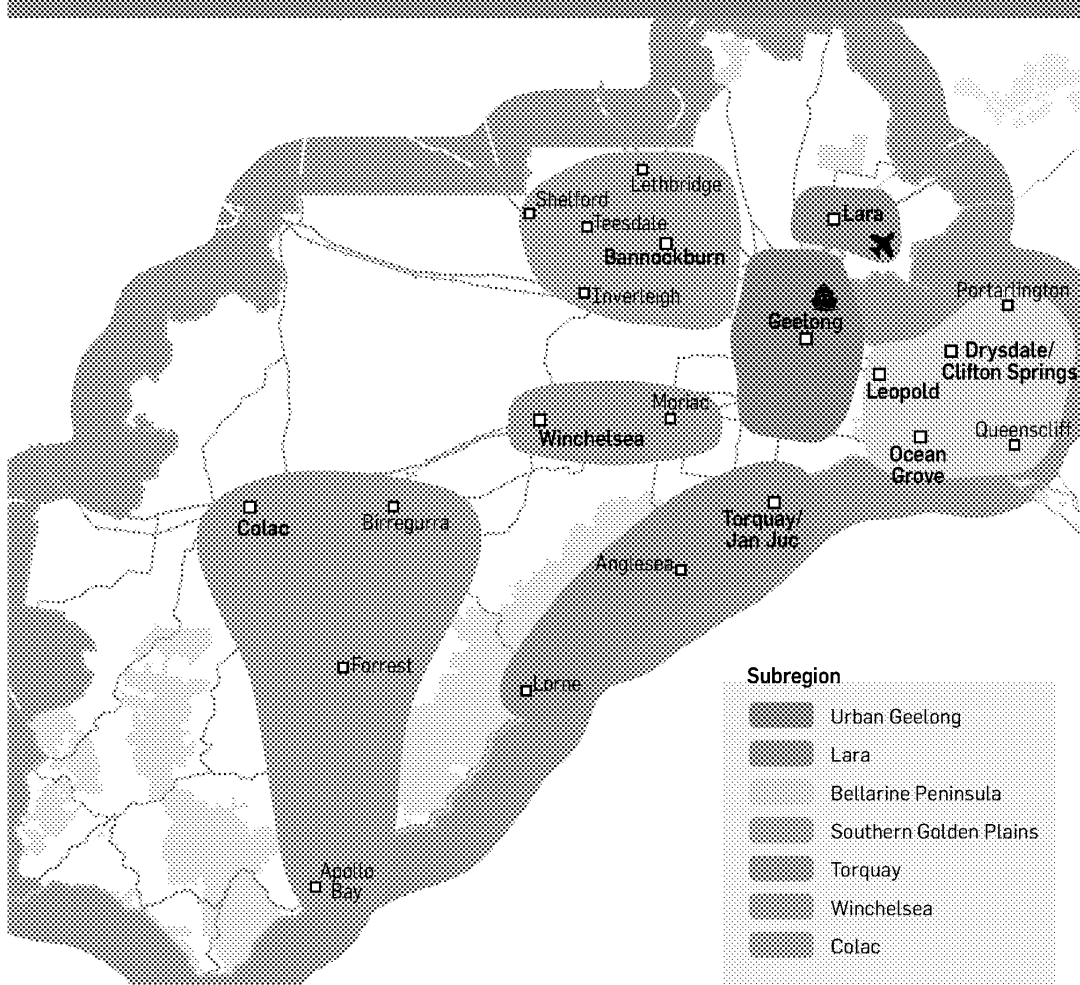
- critical infrastructure required to support the development of zoned and identified growth residential areas and employment nodes in major centres
- projects of regional importance beyond the district town or area in which they are based. These projects either complement the critical infrastructure or are considered necessary for the region's overall economic growth.

For the specification of infrastructure projects at subregional level, the G21 region is divided into seven distinct subregions based on groups of closely interconnected towns and areas forming local regions.

FIGURE 2 / SUBREGIONAL DIVISION

| Urban Geelong | Lara | Bellarine Peninsula | Southern Golden Plains | Torquay | Colac |
|--|----------------|------------------------------|------------------------|-----------------|------------|
| Central Geelong | Lara | Leopold | Bannockburn | Torquay/Jan Juc | Colac |
| Armstrong Creek | Avalon airport | Drysdale/
Clifton Springs | Batesford | Anglesea | Apollo Bay |
| Corio/Norlane | GREP | Ocean Grove | Inverleigh | Bellbrae | Birregurra |
| Fyans/West Fyans
Street precinct | | Barwon Heads | Lethbridge | Lorne | Winchelsea |
| Waurin Ponds | | Point Lonsdale | Shelford | Thompson Valley | Winchelsea |
| Deakin University/
Marcus Oldham
College | | Queenscliff | Teesdale | | Moriac |
| Geelong Port | | Portarlington | | | |
| | | Indented Head | | | |
| | | St Leonards | | | |

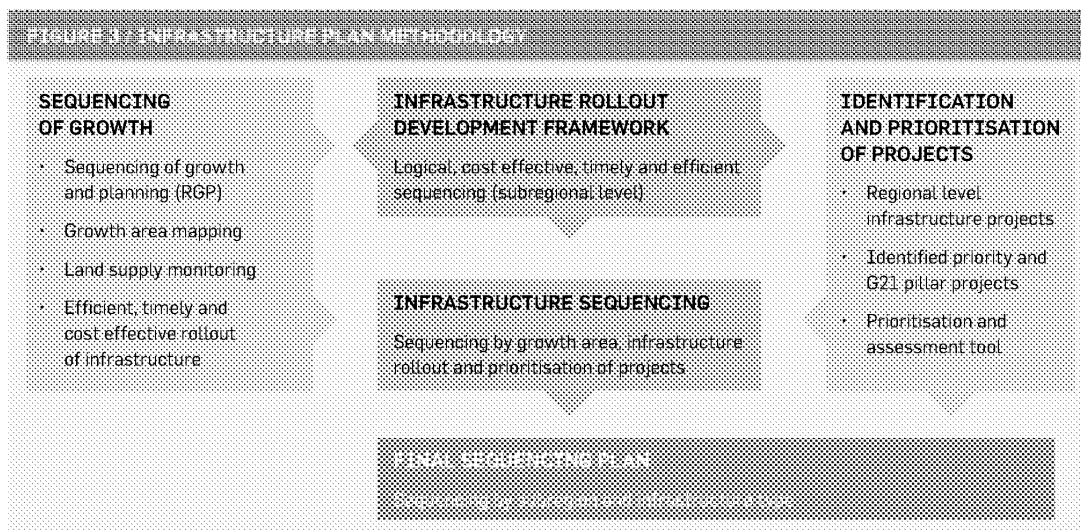
MAP 2 / DEFINITION OF SUBREGIONS





2.2 INFRASTRUCTURE PLAN METHODOLOGY

The key components of the Infrastructure Plan and their interactions are depicted in **Figure 3**.



Sequencing of growth

The rollout of supporting infrastructure for each growth area reflects the settlement hierarchy and growth area prioritisation as defined in the Growth Plan, summarised in **Figure 4**, and growth area mapping, which integrates local Structure Plans and summarises growth in terms of development type, land use, status, lots/lot size and indicative timing (refer **Appendix A** for growth area maps).

It is also informed by the infrastructure rollout development framework, **Figure 5**, which establishes a staging for the timely and efficient rollout of critical infrastructure.

This sometimes favours an alternative sequence of development within subregions across growth type prioritisation and settlement hierarchy.

FIGURE 4: SEQUENCING OF GROWTH

| Growth Plan Hierarchy | | | |
|-----------------------|---|--|--|
| SETTLEMENT HIERARCHY | Priority 1 | Priority 2 | Priority 3 |
| | Development within existing Residential Zoned Land and zoned employment nodes: | Development in identified growth areas within scheme implemented settlement boundaries or identified employment nodes: | Growth Plan identified further growth centres: |
| | Level 1:
Urban renewal and major infill areas
District towns and employment nodes | Level 1: District towns and employment nodes | Future Colac and Winchelsea housing and employment growth areas |
| | Level 2: Other sewerer towns | Level 2: Other sewerer towns | Preferred Further Investigation growth area consistent with the <i>Implementation Plan</i> |
| | Level 3: Non sewerer towns and areas | Level 3: Non sewerer towns and areas | |

Note: table is a rationalised summary of the original growth sequencing table on page 37 of G21 Regional Growth Plan

Infrastructure rollout development framework

The development framework managing the rollout of key infrastructure servicing growth areas is based on logical sequencing, cost effectiveness, timeliness and efficiency.

This is determined through extensive consultation with the G21 region's municipalities, who identified planned growth and regional/subregional infrastructure needs. Infrastructure service providers and state/regional authorities were required to assess the capacity of existing infrastructure to service the new growth areas and advise on required upgrades and new investments and their timing.

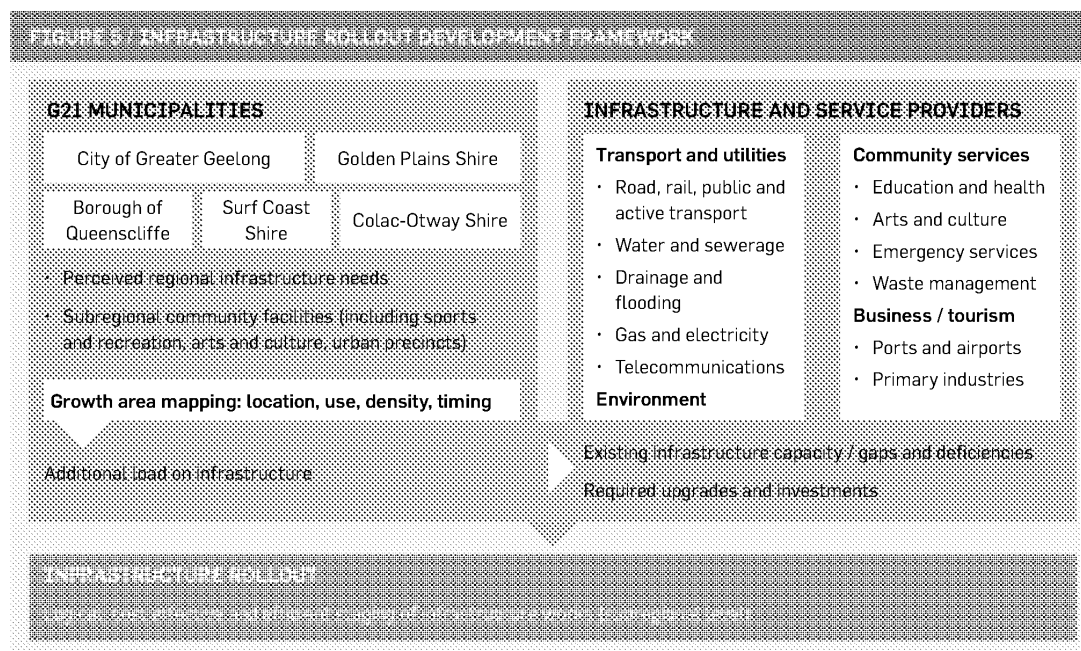
The framework and stakeholder consultation process that underpins it is depicted in Figure 5.

Infrastructure sequencing

Infrastructure works servicing growth areas is sequenced at a subregional level based on inputs from growth area sequencing and the infrastructure rollout development framework. It is consistent with the delivery and timing of prioritised regional level projects.

Final sequencing plan

The final sequencing plan combines subregional infrastructure provision with regionally important projects. The subregional infrastructure groupings are arranged to ensure balanced progressive development across the region and approximately even expenditure over the lifetime of the Growth Plan.



2.3 IDENTIFICATION OF PROJECTS

Potential projects, including the rollout of growth area critical infrastructure, have been identified following consultation with the following stakeholders:

- G21 councils and related bodies including GPAC, COPACC, Geelong and Corangamite Regional Library Corporations, Geelong Otway Tourism and Barwon Region Waste Management Group
- Port managers including Geelong Port, Avalon Airport and Victorian Regional Channels Authority
- Energy utility infrastructure providers including SP AusNet, Powercor and APA-Gasnet
- State government departments including the Departments of State Development, Business and Innovation; Transport, Planning and Local Infrastructure; Environment and Primary Industries; Education and Early Childhood Development; Health; Housing and Parks Victoria; and agencies such as VicRoads, Public Transport Victoria, Barwon Water, Victoria Police, Ambulance Victoria, CFA and CCMA
- Health and education providers including Barwon Health, Bellarine Community Health, Colac Area Health and Hesse Rural Health; Deakin University and The Gordon
- Other organisations such as Bike Safe and NBN Co.



Other factors considered in identifying projects are:

- Major infrastructure projects already committed to or funded but not yet constructed or delivered
- G21 priority projects
- Infrastructure identified in key strategies or investigative studies

| 2013 G21 PRIORITY PROJECTS |
|---|
| <p>Between projects are nominated as priority projects for the G21 Geelong Region Alliance and are actively promoted to stakeholders, including all levels of government.</p> <p>The four priority projects are:</p> <ul style="list-style-type: none"> • Addressing disadvantage • Apollo Bay Harbour Precinct • Armstrong Creek Urban Growth Area • Avalon Airport, including international terminal • Convention and Exhibition Centre • Geelong Centre for Extending International Connections • Geelong Future Cities project • Geelong Ring Road connections to the Bellarine Peninsula • Geelong Ring Road Employment Precinct • Headquarters for the NEPS • Great Ocean Road upgrade • G21 Regional Trails network • Hamarlington Safe Harbour • Regional Research and Information Centre • Transport links to Melbourne • North Street Pier reconstruction |

KEY STRATEGIES

A range of major strategies either completed or under development have been considered in identifying project priorities such as:

- G21 strategies including Economic Development Strategy, Health & Wellbeing Plan, Public Transport Strategy, Regional Road Transport Plan, Regional Sport & Recreation Infrastructure Strategy Report and Recreational Trails Strategy
- Great Ocean Road World Class Tourism Investment Study - Product Gap Analysis
- Planning strategies including Melbourne Metropolitan Planning Strategy, Great South Coast and Central Highlands Regional Growth Plans and District Town Structure Plans
- Transport studies including Avalon Airport Master Plan, Avalon Rail Corridor Study, Rail Revival Study, Melbourne Ferries Background Study, Regional Aviation Feasibility Study, Torquay Transit Corridor Study and Network Development Plan - Metropolitan Rail, Colac Heavy Vehicle Bypass Study, Western Melbourne Transport Strategy 2012-2030
- Community and economic strategies including - Northern Futures, Skilling the Bay, Geelong Low Carbon Growth Plan, Advancing Country Towns - Colac Otway, Colac CBD and Entrances Project, Beechy Precinct, Vision II, Geelong Port and Land Infrastructure Plan, Geelong Port Strategy, Surf City Precinct Torquay
- Barwon Region Waste Management Plan
- State government strategies and studies including Securing Victoria's Economy, Victorian Freight and Logistics Plan, Avalon Werribee Corridor Study, Sustainable Water Strategy - Central Region, Renewable Energy Report and the Victorian Climate Change Adaptation Plan
- State agency plans - Corangamite Regional Catchment Strategy 2013-2019, Barwon Water Plan 2013-2018 and Barwon Health Services Plan
- Agricultural strategies including Thompson Valley Irrigated Agricultural Area and Lethbridge Intensive Agriculture Area
- Regional Cities Victoria Implications of Population Growth on Infrastructure and Resources in Regional Cities
- Building for Growth 2013-14 Victorian Budget.

THE IMPLEMENTATION PLAN ENDEAVOURS TO TAKE A LONGER TERM VIEW OF INFRASTRUCTURE PROVISION TO 2050 TAKING INTO ACCOUNT CHANGING PRIORITIES AND NEEDS

2.4 DETERMINING PRIORITIES

A detailed framework has been developed to assist in the assessment of infrastructure projects and determination of priorities. The scoring and assessment criteria have been informed by project assessment tools used by the Department of Transport, Infrastructure Australia and Regional Development Australia and linked to federal and state funding program criteria typically aligned to delivery of productivity and innovation.

The assessment criteria (refer **Appendix B** for detailed description) consider the following factors:

- **Economic impact** in terms of job growth, increased investment, productivity and innovation, and building on competitive strengths
- **Social impact** in terms of building skills, improving health and wellbeing, addressing disadvantage and building communities
- **Environmental impact** in terms of contribution to the protection, restoration and enhancement of the environment; support for sustainable outcomes
- **Infrastructure importance** considers the critical nature of infrastructure and its ability to build on existing infrastructure and offer additional capacity and flexibility
- **Regional impact** extent - regional, subregional, district or local. In most instances local projects have not been considered unless they are critical facilitating the growth of an identified District Town
- **G21 project status** as a G21 Priority or Pillar project
- **Level of support** and funding from government and/or the private sector
- **Level of planning** or project readiness in terms of the extent of planning or business case development.

The assessment framework and weighting of factors is based on methods used in similar projects and is not necessarily reflective of the relative importance of each factor. It has attempted to balance the strategic impact criteria (economic, social, environmental, infrastructure importance) with regional impact and it recognises the influence of strategic implementation criteria in aligning project priorities with funding sources. The majority of projects identified require a high level of funding beyond local government. State and federal government funding criteria place a strong emphasis on economic outcomes, extent of business case development and other funding.

The assessment is designed to capture all the benefits of each project; potential negative effects (particularly environmental) score low or neutral. It is assumed that any infrastructure project would involve rigorous environmental assessment and management in its planning and execution.

An analysis of community infrastructure has been undertaken against the *Sustainable Communities - Infrastructure Development Guidelines*. The guidelines identify facility population benchmarks for provision at the district, municipal or regional level based on research of other standards. These benchmarks have been applied to the region's municipalities and District Towns (refer **Appendix C**) based on future population size to determine triggers for key regional or subregional infrastructure in the future. In some cases, an individual town may appear to not require a specific facility based on population, but its remoteness from services or role in supporting outlying settlements may necessitate such a piece of infrastructure to support its growth role.

VicRoads' traffic volume data for major highways and arterials has also been examined to understand capacity challenges and identify priorities.

2.5 FUTURE CONSIDERATIONS

The Implementation Plan endeavours to take a longer term view of infrastructure provision to 2050 taking into account changing priorities and needs.

The majority of projects identified in the following section are within short to medium term timeframes based on an understanding of present and forecast needs, identified growth activity and the current economic climate. Changes in the economy and environment will require consideration of more sustainable futures including greater levels of public and active transport, and alternative energy sources and their network support infrastructure. Some of these considerations have been accounted for in the prioritisation of projects.


Where longer term opportunities have been identified in stakeholder discussions, these are conceptual in nature and have undergone little analysis or investigation; they have not been included for the current plan. Some items are however identified and described in commentary in the Implementation Plan.

It will be important to review the project list regularly to incorporate longer term projects or review priorities in the context of emerging issues.

2.6 KEY PROJECTS SUMMARY

Figure 6 provides a summary of all regional and subregional projects identified. Each project is identified by theme, with a project reference linked to the Implementation Plan - Infrastructure Plan schedule and map, description and summary of impacts and benefits. Projects which are already fully funded or substantially committed have not been analysed.



| FIGURE 9. PROJECT DESCRIPTIONS | | | |
|---|---|--|---|
| No. | Project | Project Description | Impacts/Benefits |
| TRANSPORT | | | |
|  ROAD | | | |
| REGIONAL | | | |
| R1.01 | Great Ocean Road upgrades | Improvement to the Great Ocean Road (GOR) and Link Roads to 'showcase' standard, with inclusion in the National Land Transport Network. Ongoing investments include increased safety measures and bypass opportunities, remedial works to landslip risk areas, improvement to the road surface, improved drainage, wider sealed shoulders for cyclists, general maintenance, pruning of trees and grooming vegetation, vegetation and facilities improvements to road reserves. G21 priority project | Provides significant economic opportunities throughout the G21 region (supporting a \$2.1 billion tourist industry, providing 212 additional jobs and \$18.6 million in salaries in the G21 region); critical for the future security of the Great Ocean Road region as a key tourism destination; an important link between coastal and Otway communities for social and commercial interaction; vital to the economic and social wellbeing of people in the region; further enables local sporting events. Regional impact |
| <i>Princes Highway upgrades</i> | | <i>Upgrading of the Princes Highway West from Geelong to Mount Gambier</i> | |
| R1.02 | Waurin Ponds to Winchelsea duplication | Duplication between Waurin Ponds and Winchelsea | As below |
| R1.03 | Winchelsea to Colac duplication | Duplication between Winchelsea and Colac consisting of divided carriageways and upgrade to primary highway 'M' route status. Design studies include a determination of future bypass options for Winchelsea, which may be justified in the long term | Supports economic growth of regional industries: \$6 billion worth of new investment planned or underway throughout the Great South Coast Region needs to be supported and further investment encouraged by efficient and safe transport links; Victorian industries affected by the quality of the highway include agriculture, logging, grain growing, smelter products and tourism; Traffic pressure is set to increase as the Geelong Ring Road is completed and the 6.6 million tourists that annually visit the Great Ocean Road region and other tourism destinations along the coast would benefit from improved access |
| R1.04 | Colac to South Australia border safety improvements | General safety upgrades between Colac and Mount Gambier based on a single carriageway interstate primary highway 'A' route | As above |
| <i>Geelong Ring Road Connection to Bellarine Peninsula</i> | | | |
| R1.05 | Anglesea Road to Surf Coast Highway (Section 4C) | Connection between Anglesea Road and the Surf Coast Highway at Grovedale: a new 4.5 kilometre two lane arterial road through Mount Duneed south of the Geelong to Warrnambool railway line. G21 priority project | Maximises the value from the major investment in the Geelong Ring Road and Princes Highway West; required to cope with rapid traffic increases linked with the growth of Armstrong Creek and various population centres on the Bellarine Peninsula |

| Item | Project | Business Justification | Impacts/Benefits |
|--------------------------------------|--|---|---|
| R1.06 | Surf Coast Highway to Barwon Heads Road | Continuation of the 2-lane arterial road from Surf Coast Highway to Barwon Heads Road; G21 priority project extension | As above |
| R1.07 | Barwon Heads Road to Portarlington Road | Continuation of the 2-lane arterial road from Barwon Heads Road to Bellarine Highway (and Portarlington Road), including Barwon River crossing; G21 priority project extension | As above |
| <i>Barwon Heads Road duplication</i> | | | |
| R1.08 | Stage 1: Corio–Waurin Ponds Road to Reserve Road | Duplication of Barwon Heads Road from Corio–Waurin Ponds Road to Reserve Road; includes rail crossing grade separation option (estimated at \$70m) | Road duplication provides capacity to handle increasing traffic volumes arising from land take up in Armstrong Creek; it is key to the growth of Armstrong Creek residential and commercial areas |
| R1.09 | Stage 2: Reserve Road to Lower Duneed Road | Extension of duplication of Barwon Heads Roads from Reserve Road to Lower Duneed Road | As above |
| <i>Anglesea Road duplication</i> | | | |
| R1.10 | Ring Road to Mount Duneed Road | Duplication of Anglesea Road from Ring Road to Mount Duneed Road | Provides capacity for increasing traffic volumes linked with Armstrong Creek development (west) and to/from GOR |
| R1.11 | Mount Duneed Road to Great Ocean Road treatment | Anglesea Road treatment (widening/passing lanes) or duplication from Mount Duneed Road to Great Ocean Road (Bellbrae) | Provides capacity for increasing traffic volumes between Geelong/Ring Road and Surf Coast/GOR |
| <i>Southern link road</i> | | | |
| R1.12 | Anglesea Road to Surf Coast Highway | Southern link road between Anglesea Road and Surf Coast Highway south of and in parallel to Section 4C of the Geelong Ring Road; Mount Duneed Road/Lower Duneed Road is one option to be considered | Southern link provides an important high-speed east-west link across southern boundary of Armstrong Creek development and connects main arterials to Geelong and Surf Coast |
| R1.13 | Surf Coast Highway to Barwon Heads Road | Southern link road between Surf Coast Highway and Barwon Heads Road | As above |
| R1.14 | Barwon Heads Road to Barwon Heads | Southern link road continuation; treatment/possible duplication | As above |

➤ BARWON HEADS ROAD DUPLICATION PROVIDES CAPACITY TO HANDLE INCREASING TRAFFIC VOLUMES ARISING FROM LAND TAKE UP IN ARMSTRONG CREEK; IT IS KEY TO THE GROWTH OF ARMSTRONG CREEK RESIDENTIAL AND COMMERCIAL AREAS



| Ref | Project | Project Description | Impacts/ Benefits |
|---|---|--|--|
| <i>Other projects</i> | | | |
| R1.15 | Surf Coast Highway widening | Widening of Surf Coast Highway from 4 to 6 lanes from Heyers Road to Mount Duneed Road | Provides capacity to support increased traffic volumes arising from development of Armstrong Creek and growth in Torquay |
| R1.16 | Midland Highway duplication to Bannockburn | Duplication of the Midland Highway from Geelong Ring Road to Bannockburn; feasibility studies to consider treatments through Batesford township. Safety improvements and passing lanes may be considered as an interim measure. G21 priority project | Supports strong growth in population and industry occurring in and around Bannockburn; offers improved productivity and efficiency for industries and increased accessibility to residents |
| R1.17 | Hamilton Highway upgrade to Inverleigh | Upgrade of Hamilton Highway between Geelong Ring Road and Inverleigh via stretches of passing lanes | Upgrade of road improves safety and enhances economic efficiency and access for primary industries and residents |
| R1.18 | Deans Marsh-Lorne Road upgrade | Upgrade of Deans Marsh-Lorne Road comprising the addition of shoulders/ treatments for improved safety | Upgrade of this key north-south link will reduce pressure on the Great Ocean Road and improve safety; it will also improve links between the coast and hinterland |
| URBAN GEELONG | | | |
| <i>Geelong Port-GREP-Ring freight connections</i> | | | |
| G1.19 | Bacchus Marsh Road duplication – South | Bacchus Marsh Road duplication from Cox Road to north of Plantation Road: widening from 4 to 6 lanes and division with median strip. G21 priority project | Flagged in the state government's Freight Linkages Study as the most critical element of upgrading freight connections from the Geelong Ring Road to the Port of Geelong; economic efficiencies linked with improved freight movements |
| G1.20 | Bacchus Marsh Road duplication – North | Bacchus Marsh Road duplication from Geelong Ring Road to Elcho Road | Provides improved freight links north of Geelong Ring Road around Geelong Ring Road Employment Precinct (GREP) and links to the north to/from Geelong Port; economic efficiencies linked with improved freight connections |
| G1.21 | Rebuilding of Heales Road for heavy freight | Rebuilding of Heales Road to required industrial precinct standards, catering for heavy freight traffic; G21 priority project | Road upgrade is needed to support increasing volumes of heavy vehicle traffic as the GREP develops; it is key to the development of the GREP and in realising its economic contribution |
| G1.22 | Port access and truck route improvements | Port precinct road improvements and improved access for heavy vehicles to the Port, including upgrade of Shell Parade from the Princes Freeway to the Port, alternative truck access route into GrainCorp, establishment of a dedicated heavy vehicle zone for improved access to Oyster Cove/ Lascelles, new weighbridge at Lascelles wharf and a new entrance to the Midway site | Provision of improved access for heavy vehicles and dedicated truck routes / freight operations zone will offer benefit of access for higher productivity trucks; high productivity road freight will create considerable freight efficiencies for the Port, particularly in grain and fertiliser logistics, with flow-on effects to primary export industries |

| Item | Project | Project Description | Impacts/Benefits |
|----------------------------|--|---|---|
| G1.23 | Geelong Port - GREP - Princes Freeway heavy vehicle link | Direct road link between Geelong Port, GREP and Princes Freeway (east and west directions) for principle use by heavy vehicles. Link options include: road connection between Rennie Street and Heales Road / Forest Road and possible connection to Ring Road; Broderick Street interchange at Geelong Ring Road and extension to Shell Parade | Link provides westbound access for trucks onto Princes Freeway from Shell Parade and/or direct access to Heales Road from Shell Parade; improved access delivers freight efficiency gains with flow-on effects to industries and improved amenity to nearby residential areas through the removal of heavy vehicles |
| LARA | | | |
| L1.24 | McClelland Avenue bypass and rail overpass | McClelland Avenue bypass road parallel with Station Lake Road, including bridge over railway line and removal of level crossing | Bypass removes level crossing and provides direct link between Station Lake Road and McClelland Ave over railway without traffic disruptions and offering improved safety |
| L1.25 | 6-way intersection Forest Road – Station Lake Road | Conversion of 6-way intersection to a simple 4-way signalised intersection with minor road links | Simplified intersection provides improved vehicle movements, improved safety and is a key link for growth in Lara West |
| L1.26 | Forest Road South duplication | Duplication / widening treatment of Forest Road South from Princes Highway to Station Lake Road junction | Increases capacity of this busy road that is also the sole direct link between Geelong and Lara; linked to growth in Lara |
| BELLARINE PENINSULA | | | |
| P1.27 | Drysdale bypass | Bypass around Drysdale (High Street) between Portarlington Road/Grubb Road junction and Whitcombes Road. Existing High Street road and intersection upgrades may serve as an interim measure | Sole bypass route around Drysdale to alleviate very high traffic volumes and heavy vehicles through town centre and offer improved access/safety |
| P1.28 | Grubb Road duplication Ocean Grove | Duplication of Grubb Road from Bellarine Highway to Shell Road | Duplication is necessary to manage very high traffic volumes on the road due to residential growth in Ocean Grove and thence offers improved economic efficiency, accessibility and safety |
| P1.29 | Bellarine Highway duplication Grubb Road - Queenscliff | Duplication of the Bellarine Highway in two stages: Stage 1 - Grubb Road to Banks Road; Stage 2 - Banks Road to Fellows Road | Duplication increases capacity of this key link between Geelong, Ocean Grove and Queenscliff to support residential and tourism growth, delivering improved accessibility and tourism related benefits |
| P1.30 | Portarlington Road upgrades Drysdale – Portarlington | 3-lane treatment / safety upgrade of Portarlington Road from Drysdale (Murradoc Road junction) to Portarlington | Treatment linked to increased travel to Portarlington as a tourist destination, increased safety and the town's long-term growth |

» MCCLELLAND AVENUE BYPASS REMOVES LEVEL CROSSING AND PROVIDES A DIRECT LINK BETWEEN STATION LAKE ROAD AND MCCLELLAND AVE OVER THE RAILWAY WITHOUT TRAFFIC DISRUPTIONS AND DELIVERING IMPROVED SAFETY



| Ref | Project | Project Description | Impacts/Benefits |
|-------------------------------|--|--|--|
| SOUTHERN GOLDEN PLAINS | | | |
| B1.31 | Bannockburn town centre road upgrades | Works include upgrade of 6-way intersection near railway line, arterial road links and sports and recreation areas | Road upgrades cater for commercial development in the town centre and improved heavy vehicle traffic movements with resulting economic, social and environmental benefits |
| B1.32 | Miltons Road bridge over Bruce's Creek | Bridge over Bruce's Creek with the extension of Miltons Road | Key link for arterial road that will unlock development and provide access to new homes |
| B1.33 | Bannockburn heavy vehicle route | Alteration of existing arterial road reserve to cater for heavy vehicles that includes at least one railway crossing | Route diverts a substantial proportion of heavy vehicles from the city centre and delivers increased industry productivity, and improved access, safety and amenity in the town centre |
| B1.34 | Bannockburn-Skipton (C143) Road upgrade | Upgrade of C143 road between Bannockburn and Skipton; consists of four sections of 2–300m length passing lanes | Upgrade of road improves safety and enhances economic efficiency and access for primary industries and also residents |
| COLAC | | | |
| C1.35 | Colac-Apollo Bay road link improvements | Road link improvements between Colac and Apollo Bay: Forrest-Skenes Creek (road widening) & Colac-Forrest (passing lanes) | Key tourism and services link between Princes Highway and GOR/coast; improvements will improve safety for cyclists and servicing of industries, and offer an alternative route to GOR |
| C1.36 | Colac bypass | Realignment of the Princes Highway around Colac. The preferred route will be based on a route investigation for the long term realignment currently underway | Bypass route will divert traffic around Colac town centre as the city grows and offer improved economy/access/safety |
| C1.37 | Access roads for timber and other industries | Upgrade of interior access roads for timber and other industries | Improved access roads permit the safe and efficient operation of timber industries, whose economic benefits are felt state wide |
| C1.38 | Interior road and bridge upgrades | Upgrade of roads and bridges to permit higher mass vehicles and improve ageing infrastructure for dairy and timber industries | Improved roads and bridges that permit larger vehicles increase economic productivity and competitiveness, and improve safety |

| Ref | Project | Project Description | Impacts/Benefits |
|---|---|---|---|
|  | RAIL | | |
| REGIONAL | | | |
| R1.39 | Regional Rail Link | Dedicated rail link for regional trains Melbourne–Geelong. \$5.3B project cost covers the entire project, of which the Geelong link is one component | Improved frequency and reliability; socio-economic benefits |
| Torquay–Geelong Transit Link | | | |
| R1.40 | Torquay rail link: Stage 1 to Armstrong Creek | Construction of a heavy rail passenger link between Marshall station and a future station at Armstrong Creek; coaches may be utilised in the short-medium term as a precursor to rail services | Provides very high capacity, high frequency, fast public transport between Armstrong Creek and Geelong/Melbourne with positive socio-economic and environmental effects |
| R1.41 | Torquay rail link: Stage 2 to Torquay | Extension of heavy rail passenger link from the future Armstrong Creek station to future Torquay station; coaches may be utilised in the short-medium term as a precursor to rail services | Provides very high capacity, high frequency, fast public transport between Torquay and Geelong/Melbourne with positive socio-economic and environmental effects |
| URBAN GEELONG | | | |
| G1.42 | Geelong Railway Station redevelopment | New east entrance, refurbishment of waiting areas and building facilities, and provision of disabled access to central platform | Development will improve attractiveness, amenity, functionality of and disabled access to the station and encourage rail travel |
| G1.43 | North Shore station redevelopment | Redevelopment of station with amenities, improved access and staffed for local and interstate trains | Improved access/attractiveness to rail services and increased interstate tourism to Geelong and neighbouring regions |
| G1.44 | Corio station relocation and redevelopment | Relocation and rebuilding of Corio station (north to School Road) with major 'park and ride' to serve Geelong's northern suburbs and improved access by public transport, cycling and walking | Station redevelopment provides improved access to rail services for residents in Geelong's north and increased travel/commuting by rail with positive socio-economic and environmental effects |
| G1.45 | Passenger train stabling yards relocation | Relocation of passenger train stabling yards from north Geelong to location (tbc) in Armstrong Creek/south-west Geelong | Relocation will permit improved train movements through Geelong rail corridor to cope with future service increases and offer possibilities for infill development at former site |
| G1.46 | Partial duplication Grovedale to Geelong | Duplication of the rail line from Geelong station to Grovedale station excluding river crossing, tunnel and some level crossings; duplication to include second platform at South Geelong station and timed in conjunction with station developments at Marshall and Grovedale permitting the crossing and turnaround of trains | Duplication will permit higher frequencies in peak periods and increased counter-peak running capacity along existing corridor; it will also provide capacity for future rail services to Armstrong Creek/Torquay and Drysdale. A service plan will be required that provides a usable frequency of services on all future routes |






| Ref | Project | Project Description | Impacts/Benefits |
|-------------------------------------|--|--|---|
| <i>Gravedale Station</i> | | | |
| G1.47 | Stage 1: Station construction | Construction of station for basic operation, including single platform, amenities, 200 car spaces and a train holding track | Improved access to rail/public transport by local residents for greater accessibility and transport choice |
| G1.48 | Stage 2: South side development | Development of south side of station as a transit hub, including second platform and passing loop to permit increased services, extra parking, bus interchange and cycling/pedestrian access | Development increases the capacity of the rail corridor for more services and offers improved amenity, additional parking and bus, bicycle and pedestrian access |
| <i>Marshall Station development</i> | | | |
| G1.49 | Stage 1: Additional parking and access | Additional 400 parking spaces around station in conjunction with improved access by bus, walking and cycling | Additional parking and improved access to rail increases its use and offers commuters to Geelong/Melbourne transport choice |
| G1.50 | Stage 2: Area revitalisation and parking | Marshall precinct revitalisation including station improvements, additional parking and bus/cycling/pedestrian access; second platform/track if built in conjunction with partial line duplication | Development offers improved amenity, additional parking and bus, bicycle and pedestrian access |
| <i>Rail freight connections</i> | | | |
| G1.51 | Rail freight connection to GREP | Dual gauge rail freight connection (north- and south-bound) to Geelong Ring Road Employment Precinct (GREP), to link with Port and serve local industries and future intermodal facility | Connection permits industries to dispatch and receive freight by rail by direct connection or via intermodal facility; rail freight offers cost savings/productivity gains and environmental benefits |
| G1.52 | Rail freight connection to Lascelles wharf | Provision of dual gauge rail infrastructure in conjunction with conveyor transfer systems to service Lascelles wharf and Refinery piers; includes mainline rail connection to CIGL from north | Link enables export of goods via rail through Lascelles wharf or Refinery piers without vehicular intervention; rail freight offers cost savings/productivity gains and environmental benefits |
| G1.53 | Rail siding and loop extensions Geelong Port | Port precinct dual gauge rail improvements including Grain Loop rail extensions, Midway Rail siding extension and completion of signalling improvements within 'C-Box' signalling design | Rail improvements provide rail based (high volume capacity) transport connections to port facilities; rail freight offers cost savings/productivity gains and environmental benefits |

➤ RAIL FREIGHT LINK ENABLES EXPORT OF GOODS VIA RAIL THROUGH LASCELLES WHARF OR REFINERY PIERS WITHOUT VEHICULAR INTERVENTION; RAIL FREIGHT OFFERS COST SAVINGS/PRODUCTIVITY GAINS AND ENVIRONMENTAL BENEFITS

| Item | Location | Project Description | Benefits/Outcomes |
|-------------------------------|--|--|---|
| LARA | | | |
| L1.54 | Rail link to Avalon Airport | Passenger heavy rail link to Avalon Airport with future provision for freight (4-track reservation); link consists of double track spur from main line (between Little River and Lara) to future terminal. A regular connecting bus service to Lara Station may best serve the airport in the short-medium term. G21 priority project (part) | Link provides direct public transport access between Geelong/Melbourne and Avalon Airport, with future possibilities for rail freight; benefits include increased accessibility, travel time savings and positive environmental effects |
| BELLARINE PENINSULA | | | |
| P1.55 | Geelong - Drysdale rail line reinstatement | Reinstatement of Bellarine Peninsula railway between Geelong and Drysdale for regular passenger services, and connecting with existing tourist railway; possible future extension to Queenscliff | Line will provide regular, fast, high-capacity public transport for commuting between Geelong and the Bellarine Peninsula with positive socio-economic and environmental effects |
| SOUTHERN GOLDEN PLAINS | | | |
| B1.56 | Geelong – Ballarat passenger rail link | Reinstatement of passenger rail service between Geelong and Ballarat via Bannockburn; includes station and level crossing upgrades and Geelong rail yard works. Coaches may be utilised in the short-medium term as a precursor to rail services. The link may be extended to Bendigo in the longer term if/when justified | Increased accessibility for Bannockburn residents to Geelong/Melbourne and greater opportunities for commuting between Geelong and Ballarat; reduced car dependence and increased intra-regional travel and exchange for business/tourism |
| B1.57 | Bannockburn railway station infrastructure | Addition of railway station infrastructure to cater to passengers, including platform/s, amenities, car parking and improved links to the town centre; station area may act as key interchange, with park and ride for satellite towns, for interim coach services | Station infrastructure required to adequately serve Bannockburn and satellite town passengers upon resumption of rail services between Geelong and Ballarat and for interim coach services |
| WINCHELSEA | | | |
| W1.58 | Winchelsea railway station infrastructure | Station infrastructure to cater to commuters, including 'park and ride', amenities and improved links to the town centre | Station infrastructure required to adequately serve Winchelsea and surrounding areas as town grows and rail services increase |
| W1.59 | Moriac railway station reinstatement | Construction of a new station at Moriac on the Warrnambool rail line, including platform/s, station building/amenities and a car park | Station will provide long distance public transport access to Geelong/Melbourne and Warrnambool; improved accessibility between regional cities for work/business/tourism |
| COLAC | | | |
| C1.60 | Colac railway station redevelopment | Development of a 'park and ride' in conjunction with increase in service level initially from 3 to 5 trains; station redevelopment including building upgrade, additional platform and track loop | Station redevelopment is necessary for the planned increase in services; park and ride offers additional parking for commuting. Benefits are linked to service improvements and improved amenity |
| C1.61 | Colac rail-intermodal freight hub | Construction of a rail/intermodal freight hub in Colac in line with growth in rail freight on the Geelong-Warrnambool line | Freight hub enables local industries to transport products by rail and provide marshalling services; benefits include improved industry productivity, safety and positive environmental effects |



| Ref | Project | Project Description | Impacts/Benefits |
|---|--|---|--|
|  | PUBLIC TRANSPORT SERVICES | | |
| REGIONAL | | | |
| R1.62 | Geelong-Torquay premium bus service | High capacity, high frequency and direct premium bus service between Geelong and Torquay (via Armstrong Creek and south Geelong); to serve as precursor to passenger rail link | Caters for growing market of commuters, students and tourist travellers, providing increased accessibility and productivity; positive environmental effects through modal shift to rail |
| R1.63 | Services increase to Ballarat and Apollo Bay | Increase in bus/coach service levels to 5 services per day from Geelong to Ballarat (via Bannockburn) and Geelong to Apollo Bay (via Anglesea and Lorne) | Caters for commuters from Bannockburn (and between Geelong and Ballarat) and visitors to the Great Ocean Road; offers increased accessibility and socio-economic and environmental benefits |
| R1.64 | Warrnambool rail line services increase | Increased rail passenger services between Geelong and Colac/ Warrnambool initially from the current 3 to a future 5 per day per direction to cater for commuters, students and tourists; further increases to be linked to increased travel. Regional impact | Increased accessibility; opportunities for employment and post-secondary education for workers and students from Colac and Winchelsea to Geelong/Warrnambool; increased visitation and population retention; socio-economic and environmental benefits |
| URBAN GEELONG | | | |
| G1.65 | Reorganisation of bus network | Realignment of bus services to higher frequency direct lines with bus prioritisation, aligned with the Regional Rail Link timetable for interchange at major stations. Improved bus stop access and facilities and 'real time' information will complement services | Fast frequent trips to central Geelong and other activity centres will attract commuters and other travellers to public transport, reducing socio-economic and environmental costs linked to car use, such as travel time, congestion, emissions, parking, etc |
| G1.66 | Smartbus routes Geelong | Three premium service major trunk bus routes from Lara/Corio- Deakin University- Newcomb- to Geelong running at 15 minute intervals, feeding railway stations and serving activity centres | Delivery of high quality public transport to built up areas in suburban Geelong with easy change between services to access any point in the city; flow-on economic, social and environmental benefits |
| BELLARINE PENINSULA | | | |
| P1.67 | Improvements to main trunk bus services | High frequency direct trunk bus services between Geelong and Bellarine Peninsula district towns, suitable for commuting | Increased public transport use and transport choice; reduced socio-economic and environmental costs linked to car use |
| P1.68 | Local buses servicing district towns | Local public transport, including opportunities for innovative small vehicle solutions, serving larger district towns (Leopold, Drysdale/ Clifton Springs, Ocean Grove and north-east Bellarine Peninsula) and feeding into main trunk transit lines | As above |
|  | ACTIVE TRANSPORT | | |
| REGIONAL | | | |
| R1.69 | Principal cycling connections | Provision of safe routes and connections for cyclists to and from community hubs in conjunction with major road upgrades | Provides safe, direct and attractive routes/ connections for cyclists for increased transport choice and accessibility |
| R1.70 | Principal pedestrian connections | Strategic planning and improvement of the pedestrian network around key destinations and activity areas to encourage walking | Offers greater transport choice while encouraging and supporting increased social engagement and safer environments |

| ID | Project | Business Description | Impacts/ Benefits |
|---|--|--|--|
| UTILITIES | | | |
|  WATER SUPPLY | | | |
| URBAN GEELONG | | | |
| G2.01 | Geelong water supply upgrades | Planned service provision to accommodate identified growth | Critical infrastructure consistent with growth area sequencing |
| G2.02 | Armstrong Creek water supply system | Water supply system to service planned development | Critical infrastructure in conjunction with build out |
| G2.03 | Armstrong Creek recycled water system | Recycled water system to service planned development | Critical infrastructure in conjunction with build out |
| LARA | | | |
| L2.04 | Lara water supply upgrades | Water supply upgrades to service planned growth | Critical infrastructure consistent with growth area sequencing |
| BELLARINE PENINSULA | | | |
| P2.05 | Clifton Springs water supply upgrades | Water supply upgrades to service planned growth | Critical infrastructure consistent with growth area sequencing |
| P2.06 | Leopold water supply upgrades | Water supply upgrades to service planned growth | Critical infrastructure consistent with growth area sequencing |
| P2.07 | Ocean Grove water supply upgrades | Water supply upgrades to service planned growth | Critical infrastructure consistent with growth area sequencing |
| P2.08 | Portarlington water supply upgrades | Water supply upgrades to service planned growth | Critical infrastructure consistent with growth area sequencing |
| P2.09 | Point Lonsdale-Queenscliff water supply upgrades | Water supply upgrades to service planned growth | Critical infrastructure consistent with growth area sequencing |

➤ ESTABLISHMENT OF INTENSIVE AGRICULTURE WILL GENERATE ECONOMIC BENEFITS TO THE REGION (JOB GROWTH, INVESTMENT AND POSSIBLE EXPORTS) AND PROVIDE FOR FUTURE FOOD SECURITY ACROSS THE REGION



| Ref | Project | Project Description | Impacts/ Benefits |
|-------------------------------|--|---|---|
| SOUTHERN GOLDEN PLAINS | | | |
| B2.10 | Bannockburn water supply upgrades | Water supply upgrades to service planned growth | Critical infrastructure consistent with growth area sequencing |
| B2.11 | Bannockburn recycled water augmentation | Augmentation of recycled water provision for potential agricultural and recreational uses | Augmentation will serve growth in agricultural and recreational sectors and release potable water capacity to domestic use |
| B2.12 | Inverleigh water supply upgrades | Water supply upgrades to service planned growth | Critical infrastructure consistent with growth area sequencing |
| B2.13 | Lethbridge water supply upgrades | Water supply upgrades to service planned growth | Critical infrastructure consistent with growth area sequencing |
| B2.14 | Potable water trunk line for intensive agriculture near Lethbridge | Construction of a 12.5 kilometre potable water supply trunk line servicing a 100 km ² area for intensive agriculture west of Lethbridge, unlocking 4,000 ha for investment; G21 pillar project | Establishment of intensive agriculture will generate economic benefits to region (job growth, investment and possible exports) and provide for future food security across region |
| B2.15 | Gheringhap infrastructure servicing | Road and rail infrastructure, water supply upgrades and gas provision to serve planned transport hub and emerging grain management and treatment industries (e.g. fertiliser, ethanol) | The infrastructure-enabled industrial development will deliver significant economic benefits and improved land-use, and offer food security for region |
| TORQUAY | | | |
| T2.16 | Torquay water supply upgrades | Water supply upgrades to service planned growth | Critical infrastructure consistent with growth area sequencing |
| T2.17 | Torquay recycled water upgrades | Recycled water upgrades to service planned growth | Critical infrastructure consistent with growth area sequencing |
| T2.18 | Thompson Valley water supply | Provision of around 4 ML/day recycled water via connection to pipeline from Black Rock to serve 15 acres of viticulture industries | Development of viticulture for tourism will generate positive economic effects and make viable use of the green break |
| WINCHELSEA | | | |
| W2.19 | Winchelsea water supply upgrades | Water supply upgrades to service planned growth | Critical infrastructure consistent with growth area sequencing |
| W2.20 | Winchelsea water supply upgrades for additional growth | Water supply upgrades to service additional future growth | Critical infrastructure consistent with long-term strategic growth |
| COLAC | | | |
| C2.21 | Colac water supply upgrades | Water supply upgrades, including Barwon-Colac interconnector, to service planned and future growth | Critical infrastructure consistent with growth area sequencing |
| C2.22 | Apollo Bay water supply upgrades | Water supply upgrades to service planned growth | Critical infrastructure consistent with growth area sequencing |

| Ref | Project | Business Description | Impacts/ Benefits |
|-------------------------------|--|--|--|
| URBAN GEELONG | | | |
| G2.23 | Geelong sewerage upgrades | Sewerage upgrades to service planned growth | Critical infrastructure consistent with growth area sequencing |
| G2.24 | Main Outfall Sewer duplication | Duplication of outfall sewer between Marshall and Black Rock water reclamation plant to service planned growth | Critical infrastructure in conjunction with planned growth |
| G2.25 | West Fyans sewer odour control works | Minor traffic works and odour control on sewer pumping station to facilitate future commercial development | Positive benefits linked to high density infill development at this urban Geelong site in close proximity to central Geelong |
| G2.26 | Armstrong Creek sewerage system | Sewerage system to service planned development | Critical infrastructure in conjunction with build out |
| LARA | | | |
| L2.27 | Lara sewerage upgrades | Sewerage upgrades to service planned growth | Critical infrastructure consistent with growth area sequencing |
| BELLARINE PENINSULA | | | |
| P2.28 | Clifton Springs sewerage upgrades | Sewerage upgrades to service planned growth | Critical infrastructure consistent with growth area sequencing |
| P2.29 | Leopold sewer upgrades | Sewerage upgrades to service planned growth | Critical infrastructure consistent with growth area sequencing |
| P2.30 | Ocean Grove sewer upgrades | Sewerage upgrades to service planned growth | Critical infrastructure consistent with growth area sequencing |
| P2.31 | Portarlington sewerage upgrades | Sewerage upgrades to service planned growth | Critical infrastructure consistent with growth area sequencing |
| P2.32 | Point Lonsdale-Queenscliff sewerage upgrades | Sewerage upgrades to service planned growth | Critical infrastructure consistent with growth area sequencing |
| SOUTHERN GOLDEN PLAINS | | | |
| B2.33 | Bannockburn sewerage upgrades | Sewerage upgrades to service planned growth | Critical infrastructure consistent with growth area sequencing |

➤ WEST FYANS SEWER PUMPING STATION
ODOUR CONTROL WORKS WILL FACILITATE
FUTURE COMMERCIAL DEVELOPMENT IN
CLOSE PROXIMITY TO CENTRAL GEELONG



| Ref | Project | Project Description | Impacts/ Benefits |
|---|--|--|---|
| TORQUAY | | | |
| T2.34 | Torquay sewerage upgrades | Sewerage upgrades to service planned growth | Critical infrastructure consistent with growth area sequencing |
| WINCHELSEA | | | |
| W2.35 | Winchelsea sewerage upgrades for additional growth | Sewerage upgrades to service additional future growth | Critical infrastructure consistent with long-term strategic growth |
| COLAC | | | |
| C2.36 | Colac sewerage upgrades | Sewerage upgrades to service planned growth | Critical infrastructure consistent with growth area sequencing |
| C2.37 | Apollo Bay sewerage upgrades | Sewerage upgrades to service planned growth | Critical infrastructure consistent with growth area sequencing |
| STORMWATER DRAINAGE AND FLOODING | | | |
| URBAN GEELONG | | | |
| G2.38 | Geelong major drainage works | Major drainage infrastructure works to service planned growth | Critical infrastructure consistent with growth area sequencing |
| G2.39 | Armstrong Creek major drainage works | Drainage works for planned development; includes construction of drainage system and land and waterway related infrastructure | Critical infrastructure in conjunction with build out |
| G2.40 | GREP northern catchment infrastructure | Construction of stormwater, sewerage and road infrastructure to facilitate development of northern catchment of Geelong Ring Road Employment Precinct (GREP); G21 priority project | Positive economic and environmental benefits linked to new sustainable development at GREP |
| LARA | | | |
| L2.41 | Lara major drainage works | Major drainage infrastructure works to service planned growth | Critical infrastructure consistent with growth area sequencing |
| BELLARINE PENINSULA | | | |
| P2.42 | Bellarine major drainage works | Major drainage infrastructure works to service planned growth | Critical infrastructure consistent with growth area sequencing |
| SOUTHERN GOLDEN PLAINS | | | |
| B2.43 | Bannockburn centre main drainage upgrades | Upgrades to town centre main drainage outfall infrastructure linked to commercial precinct including water-sensitive design | Critical infrastructure needed to service commercial precinct |
| COLAC | | | |
| C2.44 | Colac major drainage infrastructure | Major drainage infrastructure to boost capacity of existing system and prevent flooding; to support infill development and enable future growth in town's south-west | Social and environmental benefits linked with the reduced incidence of flooding; economic benefits of future development |
| C2.45 | Apollo Bay drainage infrastructure | Improvements to drainage infrastructure to address regular flooding occurrences | Social and environmental benefits linked with reduced incidence of flooding; possible economic benefits as growth enabler |

| Ref | Project | Business Description | Impacts/Benefits |
|---|---|--|---|
| REGIONAL | | | |
| <i>South West (main transmission) Pipeline upgrades</i> | | | |
| R2.46 | Compressor station Birregurra-Winchelsea | Compressor station for increased capacity; approximately 81km from Iona gas plant | Critical infrastructure in conjunction with planned growth |
| R2.47 | Compressor station Stonehaven | Compressor station for increased capacity; approximately 118km from Iona gas plant | Critical infrastructure in conjunction with planned growth |
| R2.48 | Pipeline looping and extensions | Pipeline looping and extensions from Port Campbell to Rockbank (and extend onto Wollert) for increased capacity | Critical infrastructure in conjunction with planned growth |
| URBAN GEELONG | | | |
| G2.49 | Southern Geelong transmission pipeline augmentation | Augmentation of southern Geelong local transmission pipeline via additional connection from South West Pipeline; works involve installation of connecting high pressure transmission pipeline and City Gate, and connection to existing transmission pipeline near Whites Road (Blue Circle, Boral Cement) | Augmentation will provide the needed boost in capacity to service planned growth areas in southern Geelong, Armstrong Creek and Torquay/Jan Juc |
| G2.50 | Armstrong Creek reticulated gas rollout | Gas provision in conjunction with Armstrong Creek build out | Critical infrastructure in conjunction with build out |
| LARA | | | |
| L2.51 | Lara distribution pipeline upgrade | Upgrades including additional City Gate and Transfer Meter in conjunction with expansion and development of Lara | Critical infrastructure consistent with planned growth |

➤ PIPELINE LOOPING AND EXTENSIONS FROM PORT CAMPBELL TO ROCKBANK (EXTENDED TO WOLLERT) WILL DELIVER INCREASED CAPACITY TO THE GAS NETWORK TO COPE WITH PLANNED GROWTH



| Ref | Project | Project Description | Impacts/ Benefits |
|-------------------------------|---|---|--|
| BELLARINE PENINSULA | | | |
| P2.52 | Point Henry to Leopold-Drysdale trunk distribution pipeline upgrade | Augmentation of high pressure trunk distribution pipeline from Point Henry to Leopold-Drysdale for increased capacity | Critical infrastructure consistent with planned growth |
| P2.53 | Bellarine Peninsula trunk distribution pipeline upgrade | Augmentation of trunk distribution pipeline to Bellarine Peninsula via 11 km of reinforcement along Old St Leonards Road | Critical infrastructure consistent with planned growth |
| P2.54 | Ocean Grove distribution pipeline upgrade | Augmentation of trunk distribution pipeline in Ocean Grove via extension of large diameter supply main from Grubb Road to Bonnyvale Road along Shell Road | Critical infrastructure consistent with planned growth |
| P2.55 | Point Lonsdale distribution pipeline upgrade | Upgrade or duplication of gas supply main in Point Lonsdale | Critical infrastructure consistent with planned growth |
| SOUTHERN GOLDEN PLAINS | | | |
| B2.56 | Gas provision to Bannockburn | Gas provision to medium density residential and industrial areas via installation of City Gate to South West Pipeline | Cost effective alternative energy to households and businesses; opens up possibility for large-scale industrial developments |
| TORQUAY | | | |
| T2.57 | Transmission pipeline extension Mount Duneed | Transmission pipeline extension along Ghazeepore Road from Waurin Ponds to Mount Duneed Road to increase capacity to Armstrong Creek and Torquay/Jan Juc | Alleviates gas shortages in Torquay-Jan Juc and areas of southern Geelong; consistent with planned growth |
| WINCHELSEA | | | |
| W2.58 | Gas provision to Winchelsea | Gas provision via installation of City Gate to South West Pipeline | Cost effective alternative energy to households and businesses |
| COLAC | | | |
| C2.59 | Colac growth area reticulated gas rollout | Gas provision in conjunction with future development | Critical infrastructure consistent with planned growth |

➤ GAS PROVISION TO BANNOCKBURN AND WINCHELSEA WILL OFFER COST EFFECTIVE ALTERNATIVE ENERGY TO HOUSEHOLDS AND BUSINESSES AND OPEN UP THE POSSIBILITY FOR LARGE-SCALE INDUSTRIAL DEVELOPMENTS

| Ref | Project | Project Description | Impacts/ Benefits |
|------------------------------------|----------------------------------|--|--|
| ELECTRICITY | | | |
| URBAN GEELONG | | | |
| G2.60 | East Geelong Terminal Station | New terminal station to increase capacity to southern Geelong | Critical infrastructure in conjunction with planned growth |
| G2.61 | Charlemont zone substation | New zone substation to supply Charlemont and Armstrong Creek | Critical infrastructure consistent with planned growth |
| LARA | | | |
| L2.62 | Lara zone substation | New zone substation to supply Lara, Little River and Anakie | Critical infrastructure consistent with planned growth |
| L2.63 | Avalon Airport zone substation | New zone substation to supply Avalon Airport and Avalon Industrial Park | Critical infrastructure consistent with planned growth |
| BELLARINE PENINSULA | | | |
| P2.64 | Ocean Grove zone substation | New zone substation to supply Ocean Grove and Barwon Heads | Critical infrastructure consistent with planned growth |
| SOUTHERN GOLDEN PLAINS | | | |
| B2.65 | Bannockburn zone substation | New zone substation to supply Bannockburn, Meredith and Shelford | Critical infrastructure consistent with planned growth |
| TORQUAY | | | |
| T2.66 | Torquay zone substation | New zone substation to supply Torquay-Jan Juc and Anglesea | Critical infrastructure consistent with planned growth |
| T2.67 | Lorne zone substation | New zone substation to supply Lorne, Fairhaven and Aireys Inlet | Critical infrastructure consistent with planned growth |
| Alternative energy projects | | | |
| R2.68 | Geelong Geothermal Power Project | 3-stage project: drilling to prove the geothermal resource; a 12 MW demonstration plant; development of a commercial project | Offers alternative renewable energy and additional capacity with positive economic, social and environmental flow on effects |
| R2.69 | Mount Gellibrand wind farm | Inland wind farm 15km NE Colac comprising 116 generators with a maximum power of 232 MW, powering 72,000 homes | Offers alternative renewable energy and additional capacity with positive economic, social and environmental flow on effects |
| R2.70 | Winchelsea wind farm | Wind farm near Winchelsea comprising 14 generators with a maximum power of 28 MW, powering 16,000 homes | Offers alternative renewable energy and additional capacity with positive economic, social and environmental flow on effects |



| Ref | Project | Project Description | Impacts/ Benefits |
|-------------------------------|---|--|--|
| COMMUNITY FACILITIES | | | |
| EDUCATION AND TRAINING | | | |
| URBAN GEELONG | | | |
| G3.01 | Regional Research and Information Centre | The centre will lead an integrated regional data gathering and research effort to inform regional planning and decision-making; it will facilitate data sharing amongst government agencies, RDA Committees and other public, not-for-profit and private sector regional stakeholders. G21 priority project; regional impact | The ADRI centre will provide a strong evidence base for regional development policy and advocacy, support sustainable long-term planning, provide a base for driving, coordinating and supporting projects, build regional Victoria's position as a policy leader and increase efficiency and make better use of funds and resources |
| G3.02 | Centre for Advanced Design in Engineering Training (CADET) | Partnership of Deakin University, the Gordon and high schools to improve access and pathways into engineering careers through project focused engineering design, modelling and prototyping | The centre will offer students improved education and training, support increased participation and address the skills needs of regional Victoria, with positive economic and social effects |
| G3.03 | Northern Geelong vocational training school | Redevelopment of Corio South Primary school site into vocational training school in conjunction with The Gordon; G21 priority project (part) | The training school will provide skilling and high level education in the Corio-Norlane area with positive flow on effects |
| G3.04 | Armstrong Creek trade training centre | A Trade Training Centre, established in conjunction with The Gordon and district secondary schools at the proposed Keystone precinct, providing training and skilling in high-tech services | The centre will provide specialist training in high-tech services; in conjunction with the Keystone precinct, it will act as a catalyst for employment and growth in the sector |
| LARA | | | |
| L3.05 | Lara multipurpose community centre | Establishment of a multi-purpose centre, located in Lara West precinct, in conjunction with performance/theatrette/civic space | Centre is linked to growth in Lara West and is critical for youth development, addressing disadvantage and community building |
| BELLARINE PENINSULA | | | |
| P3.06 | Jetty Road neighbourhood centre | Neighbourhood centre linked to Jetty Road Clifton Springs growth | Improved wellbeing, reduced disadvantage, community building |
| P3.07 | Ocean Grove early years hub and neighbourhood house redevelopment | Early years hub (Integrated Children's Centre) and Neighbourhood House redevelopment linked to growth in north | The redevelopment will provide early years and neighbourhood services, improving wellbeing and increasing social inclusion |
| SOUTHERN GOLDEN PLAINS | | | |
| B3.08 | Bannockburn K-12 school | Early years to Year 12 primary-secondary school to be located at a site in the western area of Bannockburn township; planned in 3 stages: Stage 1: P-9; Stage 2: Early Years; Stage 3: 10-12. G21 pillar project | The new school brings a secondary school to the rapidly growing centre of Bannockburn and Shire of Golden Plains, and offers additional needed capacity to the primary school |

| Ref | Project | Project Description | Expected Benefits |
|----------------------------|---|--|--|
| HEALTH | | | |
| URBAN GEELONG | | | |
| G3.09 | Geelong Centre for Emerging Infectious Diseases | A facility providing research, diagnosis and risk management advice in the area of zoonotic diseases; it will also provide research and public health services, locally and nationally. G21 priority project; regional-national impact | The centre will attract investment into new and emerging fields of R&D, strengthen educational links across multi-discipline sectors, provide opportunities for high-end employment, create potential for 'supply chain' industry and business development localised to Geelong, and elevate the profile of the G21 region |
| G3.10 | Geelong hospital expansion | The addition of four wards above the Emergency Department, plus an Integrated Cancer Centre | Hospital expansion will provide needed additional capacity to meet Geelong's short-term needs; health/wellbeing benefits |
| G3.11 | Geelong hospital multi-storey extension | 7 story tower on helipad site to expand outpatient and other facility capacities | Hospital extension will provide significantly increased capacity to meet Geelong's long-term needs; health/wellbeing benefits |
| G3.12 | Epworth teaching hospital development | Establishment of Epworth private hospital (and teaching facility) in Waurin Ponds in partnership with Deakin University | Will serve growth of in-patient care and provide a world-class teaching facility, enhancing education in the medical field |
| G3.13 | Waurin Ponds community hospital | 32-bed hospital including surgery, chemotherapy and dialysis | Will serve growth in Geelong's growing southern corridor |
| G3.14 | Geelong Northern Suburbs community hospital | A new or expanded community health centre in the northern suburbs of Geelong, incorporating 32 beds for day procedures such as dialysis, chemotherapy and minor day surgery; located at the existing site or a former school site. G21 priority project | The centre will provide much needed expansion of health care facilities in the Corio-Norlane area, enabling people to access quality health care locally and providing a boost to the area |
| LARA | | | |
| L3.15 | Lara community health centre | New community health centre with a range of services including general, age-specific health, allied health and mental health | Health centre will provide a range of needed health services to the district, contributing to improved health and wellbeing |
| BELLARINE PENINSULA | | | |
| P3.16 | Drysdale community health centre upgrade | Upgrade of the Drysdale site of Bellarine Community Health and provision of additional space for renal dialysis services on the Bellarine; addition of the Headspace program, expansion of the Early Years program and plan for 4–6 additional dental chairs | The upgrade will provide expanded and new health facilities on the Bellarine, contributing to improved health and wellbeing for residents of the region who can access more facilities locally |
| P3.17 | Drysdale early years hub | An early years hub (Integrated Children's Centre) that is a multi-purpose facility in the town centre (Palmerston Street) | The early years hub will provide early years services, improving wellbeing, reducing disadvantage and building the community |
| P3.18 | Ocean Grove sub-acute facility | Sub-acute primary health care facility, located off Grubb Road | The facility will provide sub-acute primary health care facilities to the Bellarine, contributing to improved health and wellbeing |
| P3.19 | Point Lonsdale community health centre upgrade | Renovations to main building of Bellarine Community Health Centre in Point Lonsdale | The upgraded centre will provide high-level health care to serve the growing Bellarine Peninsula population |



| Ref | Project | Project Description | Impacts/Benefits |
|-------------------------------|---|---|--|
| SOUTHERN GOLDEN PLAINS | | | |
| B3.20 | Bannockburn community health facility | A dedicated community health/primary care centre that provides a central hub for home nursing services, allied health services (incl. podiatry, physiotherapy, occupational therapy, counselling, diabetes education, dietetics, massage, naturopathy, maternal child health & immunisation) and community based services such as financial counselling, support groups and community education/ neighbourhood house services | The health facility will provide a range of health services that are currently not available to the growing centre of Bannockburn and its surrounding satellite towns and rural areas, reducing dependence on neighbouring regions' services and contributing to improved health and wellbeing |
| TORQUAY | | | |
| T3.21 | Torquay-Jan Juc children's services hub | A children's services hub, linked to rapid growth in Torquay | Provision of early years services offering learning and wellbeing |
| WINCHELSEA | | | |
| W3.22 | Winchelsea community health hub | A dedicated community health/primary care centre that provides a central hub for home nursing services, allied health services (incl. podiatry, physiotherapy, occupational therapy, counselling, diabetes education, dietetics, massage, naturopathy, maternal child health & immunisation) and community based services such as financial counselling, support groups and community education/ neighbourhood house services. This facility would be supplemented with a children's services centre offering day-long childcare amongst and range of children's services | The new community health hub will provide a suite of health services, many of which aren't currently available in the current facility, to the growing centre of Winchelsea and its surrounding rural areas. This contributes to improved health and wellbeing and offers the necessary services to attract new residents. The children's services centre facilitates increased access to paid employment and participation by women in the workforce, and increases the community's education and socio-economic base |
| COLAC | | | |
| C3.23 | Colac early years centre | Early years centre within the health precinct offering a suite of services: early years, pregnancy/child birth, adolescent and adult | Centre linked to health precinct will offer required services in early years health, and attract visiting/permanent specialists; objective is to reduce fragmentation of services and to bring together universal services for families and children 0–6 years |
| C3.24 | Colac hospital expansion | Hospital expansion to support growth in services required for an increased population and regional catchment; support services include ageing, alcohol/drugs, mental health and family services | Hospital expansion is necessary to deliver the needed services to support an increased population and will provide improved health and wellbeing, local skilling and reduced disadvantage |

» HOSPITAL EXPANSION IS NECESSARY TO DELIVER THE NEEDED SERVICES TO SUPPORT AN INCREASED POPULATION AND WILL PROVIDE IMPROVED HEALTH AND WELLBEING, LOCAL SKILLING AND REDUCED DISADVANTAGE

| Ref | Project | Project Description | Impacts/Benefits |
|----------------------------|---|--|---|
| ARTS AND CULTURE | | | |
| URBAN GEELONG | | | |
| G3.25 | Integrated regional library and heritage centre | Integrated regional library and heritage centre in central Geelong | Promotes life-long learning, education and community building |
| G3.26 | GPAC redevelopment | Redevelopment of Geelong Performing Arts Centre (GPAC) comprising precincts at Ryrie Street(Stage 2), Little Malop Street(Stage 3) and Barwon Health adjacent site (Stage 4). G21 priority project | The redevelopment will create employment in existing cultural facilities and new private enterprises, improve access to and participation in the arts, provide broader programming options and attract residents, businesses and tourists to the region |
| G3.27 | Geelong Gallery expansion | Expansion of the Geelong Gallery, housing a priceless collection of 19th and 20th century paintings and decorative arts, to accommodate major national and international exhibitions | As above |
| G3.28 | Corio-Norlane subregional library expansion | A review of the capacity of the existing subregional library and its possible expansion by up to 500m ² in floor area | Promotes life-long learning/education, reduces disadvantage, supports community building & offers future economic benefits |
| G3.29 | Armstrong Creek subregional library | Construction of a subregional library in Armstrong Creek | Promotes life-long learning, education and community building |
| LARA | | | |
| L3.30 | Lara permanent branch library | The establishment of a permanent branch library with a floor area of 1400m ² ; a temporary facility is provided in the interim | Promotes life-long learning, education and community building, and offers future economic benefits; linked to Lara West growth |
| BELLARINE PENINSULA | | | |
| P3.31 | Leopold community hub | A community hub that includes a new library, a youth area and a multi-purpose community centre | New community hub and library supports community interaction, social inclusion and education/life-long learning |
| P3.32 | Drysdale subregional library | A new subregional library within a new planned community hub | Promotes life-long learning, education and community building |
| P3.33 | Drysdale community and cultural precinct | A subregional community and cultural precinct established within the Potato Shed expansion | Precinct promotes community building and access/participation in the arts, particularly to young people in the region |
| P3.34 | Ocean Grove library expansion and upgrade | Expansion of the existing library and its upgrade to subregional | Promotes life-long learning, education and community building |



| Ref | Project | Project Description | Impacts/Benefits |
|---------------------------------------|--|--|---|
| TORQUAY | | | |
| T3.35 | Torquay subregional library | Establishment of a new subregional library and incorporation of the current neighbourhood library | Promotes life-long learning, education and community building, and subregional facility offers future economic benefits |
| WINCHELSEA | | | |
| W3.36 | Winchelsea branch library | Construction of a permanent branch library for 10,000 population | Promotes life-long learning, education and community building |
| EMERGENCY SERVICES AND JUSTICE | | | |
| REGIONAL | | | |
| R3.37 | Barwon Prison 40 bed high-security unit | A new 40 bed high-security unit at HM Barwon Prison and upgrade of existing Banksia Management Unit | Facility is required to manage the increased number of high-security prisoners; provides improved safety and wellbeing |
| URBAN GEELONG | | | |
| G3.38 | Waurm Ponds emergency services complex | Combined emergency services precinct including 24-hour police station, SES unit headquarters and training facility | Provides local employment and investment, improved health, wellbeing and community safety, and environmental protection |
| G3.39 | Armstrong Creek emergency services hub | Combined emergency services precinct including CFA, Police and Ambulance; and integrated Incident Control Centre | Provides local employment and investment, improved health, wellbeing and community safety, and environmental protection |
| SOUTHERN GOLDEN PLAINS | | | |
| B3.40 | Bannockburn emergency services precinct | New emergency services precinct including CFA and SES | Improved health and wellbeing; environmental protection |
| COLAC | | | |
| C3.41 | Colac emergency services and courts facility | New integrated emergency services facility housing police, ambulance, fire and court house, possibly in former school site | Increased efficiency/productivity with combined services facility; improved wellbeing and community building |


➤ WAURN PONDS EMERGENCY SERVICES COMPLEX PROVIDES LOCAL EMPLOYMENT AND INVESTMENT, IMPROVED HEALTH, WELLBEING AND COMMUNITY SAFETY, AND ENVIRONMENTAL PROTECTION

| Ref | Project | Project Description | Impacts/Benefits |
|-----------------------------|--|--|---|
| SPORT AND RECREATION | | | |
| REGIONAL | | | |
| R3.42 | Simonds stadium development completion | Stages 4 and 5 redevelopment of Simonds Stadium (Kardinia Park) to become Victoria's third national stadium venue and capable of hosting a wide range of national and international events | Development completion provides enduring economic benefits due to increased visitation, and improved health/wellbeing and environment; cements facility as the state's third major stadium |
| R3.43 | Regional trails network | Development of existing and proposed regional trails throughout the G21 region, including tracks extending from Queenscliff to Port Campbell and inland through the Great Otway National Park, as well as the Barwon River Parklands (including Sparrovale). G21 priority project; regional impact | Development will provide significant economic opportunities throughout the G21 region through increased tourism, improve liveability by expanding on natural assets and cultural and recreational activities, improve health and wellbeing through active recreation and enhance environmental assets |
| R3.44 | Regional motocross facility | Establishment of a regional motocross facility at a location to be determined | Facility offers diversity in sports and recreation and supports the development of a popular/competitive sport in the region |
| R3.45 | South-west Geelong basketball stadium | Basketball courts/stadium to serve southern Geelong and Torquay | Improved health and wellbeing; linked economic benefits |
| R3.46 | Southern Geelong regional aquatic centre | Regional aquatic centre to serve southern Geelong and Torquay; population thresholds to be met to support multiple facilities. | Improved health and wellbeing; investment and jobs |
| URBAN GEELONG | | | |
| G3.47 | Stead Park synthetic hockey pitch | The construction of a 'wet and dry' pitch hockey centre at Stead Park to cater for competition field hockey | Centre provides necessary type of hockey pitch for competition, raising profile of sport (and area) locally; health and wellbeing |
| G3.48 | Stead Park master plan implementation | Implementation of Stead Park Master Plan comprising general open space, sporting facilities and community recreation areas | Development provides sporting and community use areas, offering improved health and wellbeing and community building |
| G3.49 | Regional sports & entertainment centre | Redevelopment of arena into 2,000–4,000 seat stadium planned to provide for National Basketball League opportunity | Arena offers economic benefits through investment, jobs and visitation with NBL presence; health and wellbeing benefits |
| G3.50 | Regional tennis hub | Development of a regional tennis hub in the Geelong region located possibly in Armstrong Creek | Hub offers improved health and wellbeing by supporting tennis development in the region; delivers linked economic benefits |
| G3.51 | Regional soccer & hockey facility | 18 hectare area in Armstrong Creek containing seven soccer fields (including two synthetic fields) and two synthetic (wet/dry pitch) hockey fields | Facility offers improved health and wellbeing by supporting soccer/hockey participation; delivers linked economic benefits |
| G3.52 | Corio Leisuretime Centre redevelopment | Redevelopment of Corio Leisuretime Centre into larger facility to serve the northern suburbs of Geelong | Redevelopment offers improved health and wellbeing by encouraging greater visitation/participation in aquatic sports |
| G3.53 | Eastern Park project | Upgrade works to Eastern Park as a regional open space facility | Improved health and wellbeing, and community building |





| Ref | Project | Project Description | Impacts/Benefits |
|----------------------------|--|---|---|
| G3.54 | Geelong regional play space | Development of attractive regional play space in Geelong | Improved health and wellbeing, increased visitation and community building |
| G3.55 | Indoor bowls facility | Development of an 8-rink indoor bowls facility | Improved health and wellbeing; diversity in sports |
| G3.56 | Indoor highball sports facility | Regional indoor basketball and netball facility located at Brearley Reserve in Marshall | Facility fills current four court deficit/need for a larger facility; offers improved health and wellbeing, and economic benefits |
| LARA | | | |
| L3.57 | You Yangs regional mountain bike facility | Development of regional mountain bike facility in the You Yangs | Improved health/wellbeing and visitation; linked economic benefits |
| BELLARINE PENINSULA | | | |
| P3.58 | Drysdale-Clifton Springs subregional sports precinct | Subregional sports facility at Grubb Road Drysdale, serving the Bellarine Peninsula with 3 ovals, 2 soccer fields and 6–8 tennis courts | Facility provides multiple sporting fields offering improved health and wellbeing, community building, and linked economic benefits |
| TORQUAY | | | |
| T3.59 | Torquay indoor sports stadium | Construction of an indoor sports stadium in north Torquay; the facility is to have flexibility to include performance based uses | Improved health and wellbeing, visitation and community building |
| WINCHELSEA | | | |
| W3.60 | Moriac regional equestrian centre | Regional equestrian centre with likely location at Moriac | Improved health and wellbeing; diversity in sports |
| COLAC | | | |
| C3.61 | Apollo Bay aquatic centre | New indoor aquatic facility servicing southern part of subregion | Improved health and wellbeing, visitation and community building |
| C3.62 | Apollo Bay loop trails | Development of walking/bike loop trails near Apollo Bay | Improved health/wellbeing and visitation; linked tourism benefits |

- GEELONG CLEANTECH CENTRE OF EXCELLENCE WILL PROVIDE COMMERCIAL ADVICE LEADING TO IMPROVED PRODUCTIVITY, INVESTMENT AND INNOVATION; EDUCATIONAL FACILITIES FOR IMPROVED KNOWLEDGE/ SKILLING; AND DELIVER SUSTAINABLE OUTCOMES

| Ref | Project | Project Description | Impacts/Benefits |
|---|--|---|--|
|  WASTE MANAGEMENT | | | |
| REGIONAL | | | |
| R3.63 | High-tech processing facility for residual waste | High-tech processing facility for residual (kerbside) waste with possibility to take in commercial/industrial waste; facility will take in and separate material and harness for energy/gas | Facility will provide increased local employment, investment and productivity; improved health and wellbeing; and environmental protection based on effective treatment and reuse of materials |
| R3.64 | Temporary garden organics waste facility | Temporary facility for the disposal of organic waste, possibly in Werribee/Avalon corridor until permanent facility is established | Improved productivity due to reduced dependence on external facilities; improved health and wellbeing, and environment |
| R3.65 | Processing facility for garden organics | Permanent facility for disposal of organic waste at a strategic site to be determined (north/west of Geelong) on a 4x4 km area | As above |
| URBAN GEELONG | | | |
| G3.66 | Geelong Cleantech Centre of Excellence | Educational and advisory centre for commercial customers on sustainability and business case assessment; likely location of centre is in or near Deakin University (Waterfront campus) | Centre will provide commercial advice leading to improved productivity, investment and innovation; educational facilities for improved knowledge/skilling; and deliver sustainable outcomes |
| G3.67 | Reorganisation of transfer facilities | Reorganisation of transfer facilities across the Barwon region with an emphasis on urban Geelong and the identification of a potential new site in South Geelong | Reorganisation will lead to improved productivity through more efficient use of transfer facilities; health and environmental benefits |
| G3.68 | Timber recovery facilities | Timber waste treatment and conversion to bioenergy facility | Economic/environmental benefits of harnessing timber waste |
| BELLARINE PENINSULA | | | |
| P3.69 | Drysdale landfill expansion | Expansion of existing Drysdale landfill into nearby quarry for an additional 15–20 years use and 80% resource recovery target | Landfill expansion offers medium-term non-recoverable waste disposal security until alternative facilities are developed |
| P3.70 | Queenscliff food organics processing plant | Food organics waste processing plant located in Queenscliff | Local employment and investment; skilling, and health and environmental benefits |
| SOUTHERN GOLDEN PLAINS | | | |
| B3.71 | Lethbridge animal incinerator and landfill | Animal incinerator and gasification facility, and landfill site | Local employment, investment, innovation; skilling and environmental benefits |
| TORQUAY | | | |
| T3.72 | Torquay transfer station | New transfer station with bulk haul to Drysdale or Black Rock | Increased productivity via provision of transfer station in Torquay |
| T3.73 | Anglesea transfer station | Transfer station to replace Anglesea landfill site in 2020 | Marginally improved environment due to landfill closure |
| COLAC | | | |
| C3.74 | Colac biogas facility | Facility to extract biogas from abattoirs precinct | Increased employment and innovation; environmental benefits |



| Ref | Project | Project Description | Impacts/Benefits |
|--|---|--|--|
| BUSINESS AND TOURISM | | | |
|  AIRPORTS | | | |
| LARA – AVALON AIRPORT | | | |
| L4.01 | Avalon Airport facilities expansion | Construction of a new international terminal building, extended/new runways, aircraft and freight handling facilities, retail area, improved access, jet fuel pipeline and infrastructure servicing | Expanded airport facilities provide a much increased passenger and freight handling capability with benefits to the local and regional economy through business and tourism |
| L4.02 | Intermodal freight interchange | Combined road/rail/air freight interchange near Avalon airport linking with Geelong Port, Avalon airport and road/rail connections | Multi-modal interchange provides alternative mode options and improves productivity/efficiency; adds to justification of rail link |
| L4.03 | Regional airport relocation | Establishment of regional airport and General Aviation Services (GAS) at Avalon, including construction of a second runway and aircraft facilities/amenities | New airport for General Aviation Services serving Geelong will offer economic and social benefits associated with light aircraft commercial and leisure activities |
| SOUTHERN GOLDEN PLAINS | | | |
| B4.04 | Lethbridge Airpark development | Development of airpark for light aviation to serve growing aviation industry and emergency services; sealing airstrips, associated infrastructure and training facilities | Airport facilities serve a growing aviation industry and emergency services with its flow-on economic and social benefits |
|  PORTS AND MARSHES | | | |
| URBAN GEELONG | | | |
| G4.05 | Navigation channel enlargement | Widening and/or deepening the main channel servicing the Lascelles and Corio Quay berths to a minimum depth to meet the future needs of the Port | Enlarged channel size will accommodate larger/heavier vessels, to attract new users and offer efficiency gains to current users; economic benefits felt regionally via increased throughput |
| G4.06 | Lascelles berth expansion | Expansion of berthing facilities in Lascelles precinct, including extension of existing berth(s), reclamation of additional land for material stockpile and/or conversion of Refinery pier berth | Expanding berth areas and facilities will increase operational capacity with flow-on economic benefits to region (increased productivity, investment, exports, etc) |
| G4.07 | Corio Quay berth expansion | Extension of quay(s) through land reclamation or jetty extensions to provide new berths and/or extension/refurbishment of existing bulk grain berth(s), upgrade of existing berth infrastructure and local deepening of Midway berth and Corio Quay North | Expanding berth area and upgrading existing berth infrastructure increases operational capacity with flow-on economic benefits to region (increased productivity, investment, exports, etc) |
| G4.08 | Port facilities expansion to Point Wilson | Long-term expansion of existing Port facilities to Point Wilson by conversion of bluestone quarry and surrounding area with road, rail and drainage infrastructure; subject to change in government policy, land being made available by Commonwealth and project investigations, pre-feasibility work and business case appraisal | Expanded port area permits the diversification of goods handled, including container freight, and the ability to receive freight from other growth-constrained ports, with flow-on economic benefits; links with existing port and airport facilities and future rail link |

| P4 | Project | Business Description | Impacts/Benefits |
|----------------------------|---|--|--|
| BELLARINE PENINSULA | | | |
| P4.09 | Portarlington Safe Harbour project | Maritime precinct consisting of two key components: landside facilities (including Beachfront Promenade, town square, foreshore landscape, Harding Street works and Park Playground); and Safe Harbour elements (including Portarlington Pier, New Breakwaters, Recreational Berthing and Boating Facilities, Commercial Berths). G21 priority project | The precinct will expand the economic base of town in tourism/retail and mussel farming; provide a community meeting point and high quality public spaces, recreational activities, improved amenity and links; preserve and enhance valued characteristics of the precinct, use water-sensitive design and protect sensitive natural and cultural areas and views |
| P4.10 | Queenscliff ferry terminal upgrade | New Queenscliff passenger terminal building, vessel upgrades, car park upgrade and pedestrian links, new public area and wharf, new Sorrento passenger terminal and rock groin repairs | Terminal upgrade will generate flow on economic benefits of over \$31.2 million and 123 jobs short-term and \$143 million and 766 jobs long-term; other benefits include community building via local jobs, improved connectivity and environmental protection |
| COLAC | | | |
| C4.10 | Apollo Bay harbour precinct redevelopment | Redevelopment includes a public promenade, new harbour management facilities, new sailing club, expanded boat ramp and aboriginal interpretation centre; G21 priority project | Redevelopment will ensure the continued operation of a safe harbour for commercial and recreational use, encourage tourism and generate commercial and employment opportunities; help it retain its distinctive seaside fishing village character, enhancing the natural environment and maximising community benefit |

» QUEENSCLIFF FERRY TERMINAL UPGRADE WILL GENERATE FLOW ON ECONOMIC BENEFITS OF OVER \$31.2 MILLION AND 123 JOBS SHORT-TERM AND \$143 MILLION AND 766 JOBS LONG-TERM; OTHER BENEFITS INCLUDE COMMUNITY BUILDING VIA LOCAL JOBS, IMPROVED CONNECTIVITY AND ENVIRONMENTAL PROTECTION



| Ref | Project | Project Description | Impacts/ Benefits |
|-----------------------------|--|--|--|
| AGRICULTURE | | | |
| COLAC | | | |
| C4.12 | Colac Livestock Selling Centre redevelopment | Development of the Livestock Selling Centre into a major regional selling facility | Investment is expected to generate flow on effects with new industries, farm training, meatworks, etc |
| URBAN PRESETTLEMENTS | | | |
| URBAN GEELONG | | | |
| G4.13 | Yarra Street Pier cruise ship berth | Purpose built cruise liner facility accommodating visiting cruise ships, naval vessels and tall ships; the development includes customs/quarantine facilities, commercial and tourism activity facilities, and floating infrastructure to extend berthing capacity. G21 priority project | Development will tap into emerging Asian market for cruise ship tours and business related to cruise ships; other needs include a safe harbour for festivals of sail and other visiting boats |
| G4.14 | Geelong Convention and Exhibition Centre | Centre will feature a low-rise hotel overlooking the waterfront with convention facilities at rear; it will comprise a multipurpose format and include: banquet setting, auditorium with smaller theatrettes, exhibition area, ancillary facilities including parking and retail, and a 4-star hotel. G21 priority project | Centre will generate significant regional investment and employment during construction and ongoing, create an expanded range of opportunities for staging events in Victoria, promote the region to potential employees and investors and boost tourism |
| G4.15 | NDIA headquarters establishment | Establishment of the headquarters of the NDIA and implement an administration system in Geelong required to manage the NDIA; G21 priority project | Establishment of headquarters builds on a well established network of disability support services and skills across Geelong and G21 and contributes to growth in research and education |
| G4.16 | Innovative employment hubs | Provision of space at Deakin University Waurn Ponds campus to start-up businesses and pre-commercialisation projects in innovative fields that have a high employment potential | Hubs will serve as incubators for start-up businesses and pre-commercialisation projects in competitive innovative fields that have a high employment potential and diversify the economy |
| G4.17 | Waterworld site redevelopment Norlane | Redevelopment comprises a holistic plan of the site to include aquatics, health, library, meeting space and arts and culture | Redevelopment offers new and upgraded facilities that will be attractive to visit, encouraging more visitation and contributing to the economic growth and community building of the area |

| P4 | Project | Business Description | Impacts/Benefits |
|-------------------------------|---|---|---|
| BELLARINE PENINSULA | | | |
| P4.18 | Point Lonsdale lighthouse reserve development | Development of lighthouse reserve incorporating eco-accommodation development, retail hospitality facilities, enhancement of open space and community facilities | Development will provide an economic benefit to the local economy through the creation of additional tourism accommodation and employment opportunities, as well as improved amenity and environment |
| P4.19 | Fort Queenscliff precinct | Implementation of Fort Queenscliff Tourism Development Plan. Development Plan has been funded and is due to be completed in late 2014 | Development will provide sustainable uses for the site which will support its ongoing operations and enhance tourism opportunities and support local employment |
| SOUTHERN GOLDEN PLAINS | | | |
| P4.20 | Bannockburn central shopping precinct | Shopping precinct development in central Bannockburn amounting to an additional two-thirds of the existing retail area | Development will generate an additional 400 jobs, encourage visitation to the town centre and improve amenity/community |
| TORQUAY | | | |
| T4.21 | Torquay Surf City precinct | Precinct based around surf culture including Victoria Info Centre, community space for events, Surf World Museum, Surfing Victoria, library, innovation centre, café and accommodation | Precinct will attract locals and visitors seeking to experience the surf culture and industries, with positive economic effects |
| T4.22 | Lorne Point Grey precinct | Precinct is a mix of community, recreational and commercial facilities including pier, fishing co-op, restaurant, aquatic club, boat launching, recreational and competition fishing, bbq and recreation area, car parking, public toilets and open space | Precinct brings a range of benefits linked to increased tourism, recreational and commercial activities, such as increased investment, job growth, improved health and wellbeing |
| COLAC | | | |
| C4.23 | Colac CBD & Entrances project | Project includes streetscape improvements in CBD and improved appearance of entrance corridors to CBD along Princes Highway to increase visual appeal and improve public space/walkability. An extension to this project would involve the development of a Lake Colac Foreshore Management Plan to identify opportunities to enhance this precinct and increase visitation | Project will encourage greater use of CBD by residents/visitors, improve the image of Colac and increase its attractiveness to new residents to grow the city, achieve a wider demographic mix, reduce loss of youth post secondary education, reduce social disadvantage and achieve a more sustainable population |
| C4.24 | Colac Beechy Precinct facilities | New education, recreation and community precinct that includes Colac Library and Learning Centre (complete), Colac Secondary College (complete), Bluewater Fitness Centre, Central Reserve and Trade Training Centre (complete) | New precinct will improve lifelong learning and provide greater access to high standard community facilities; it aims to address social disadvantage in Colac with secondary economic and environmental benefits |



| Ref | Project | Project Description | Impacts/ Benefits |
|------------------------------|---|---|--|
| ENVIRONMENT | | | |
| REGIONAL | | | |
| R5.01 | CCMA Regional Catchment Strategy major waterways enhancement and linkage projects | Implementation of key RCS actions targeted at improving river health, asset and biodiversity linkages. Related projects include those identified in the Coastal and Marine Biodiversity Strategy and the Waterway and Biodiversity Strategy | Improved environmental qualities of key assets important to region's character and tourism |
| R5.02 | Implementation of Barwon River parklands projects | Undertaking of key works and actions to facilitate completion of the project | Improved environmental qualities and values of key assets important to region's character and tourism |
| RIVERS AND PARKS | | | |
| STRATEGIES | | | |
| R5.03 | Regional Natural Assets and Open Space Strategy | Overall plan for the region's high value natural assets and major public land which will provide for the establishment of a vision and values for combined natural assets, identification of asset decline threats and identify appropriate strategies and priority actions to link, enhance, buffer and build resilience of assets | Identifies key projects required to link, enhance, buffer and build resilience of assets critical to the regions character, identity, attraction and visitation |
| R5.04 | Barwon-Otway Strategic Bushfire Management Plan | Assessment of bush fire risks in Otways to townships | Informs settlement planning and infrastructure priorities and future tourism opportunities |
| R5.05 | Moorabool River Health Strategy | Development of a strategy to identify actions to improve health of the Moorabool River including examination of environmental flows, protection of biodiversity values, access and management and extending the Barwon Parklands Strategic Plan up the lower Moorabool River | The Moorabool River is one of the region's and state's most stressed rivers. The strategy will enable the values of the river to be restored as a key part of the region's natural environment |
| COASTAL VULNERABILITY | | | |
| STRATEGIES | | | |
| R5.06 | Coastal vulnerability assessment Surf Coast-Colac-Otway coast | Development of a coastal vulnerability assessment for high risk areas of the Surf Coast-Colac Otway coast between Point Impossible and Cape Otway | Supports future planning of coastal towns and the provision of infrastructure |
| R5.07 | Coastal vulnerability assets management strategy | Development of an infrastructure assets and coastal vegetation reestablishment management strategy for the region's coastline in response to completed coastal vulnerability assessments | Assesses potential physical infrastructure and natural environment degradation impacts of climate change along the coast and identifies response strategies |

3.0

LAND SUPPLY AND STRATEGIC HOUSING INCENTIVES

This section provides a summary of the barriers and incentives to achieving the strategic housing directions of the Growth Plan and the methodology used for the development of land supply reports





The Growth Plan identifies the need for incentives to achieve the strategic housing objectives of The Plan, including monitoring land supply to ensure sufficient land is available in key strategic locations to meet growth needs.

3.1 INTRODUCTION

The Growth Plan identifies a number of key objectives and outcomes for future housing provision in the region:

- providing greater housing choice to meet the changing needs of households
- encouraging medium to high density living in identified precincts such as central Geelong, West Fyans Street Precinct and Waurin Ponds
- supporting urban regeneration objectives in centres such as Corio/Norlane
- supporting the timely development of short to medium term growth areas identified in District Town and growth area structure plans and strategic policy
- supporting further longer term growth in Colac and Winchelsea
- ensuring adequate supply of residential and employment land in the right locations to meet future growth needs.

Consultants Urban Enterprise and Spatial Economics were engaged to assist in the identification of strategic housing incentives and development of land supply reports. These reports have been informed by a range of interviews with stakeholders in the land planning and property industries to test assumptions, data accuracy and methodology.

This section of the *Background Report* summarises:

- the key barriers to achieving identified strategic housing outcomes as identified in the *Strategic Housing Incentives Action Plan Report* (Section 3.2)
- the methodology used to develop the land supply data contained in the *Land Supply Reports* as identified in the *Residential and Industrial Land Supply Background Paper* (Section 3.3).

3.2 STRATEGIC HOUSING BARRIERS

3.2.1 Project approach

The *Strategic Housing Incentives Action Plan* prepared by planning consultants Urban Enterprise identifies a range of issues and opportunities that are characteristic of the high capacity, high profile locations for planned and infill growth across the G21 region, providing:

- an identification of high capacity, high priority areas for growth in the G21 region, based on a review of policy and literature and the Growth Plan
- a summary of the key factors impacting growth, development and land release across the G21 Region
- an analysis of the key issues and opportunities for each key investigation area, including a review of the local policy framework and summary of consultation with key stakeholders.

The *Strategic Housing Incentives Action Plan* includes a review of the strategic housing and settlement policy at federal, state, regional and local level and identifies a shift in focus in recent years, from a position which has sought to provide more traditional detached housing choices, to a stance which aims to provide more compact, affordable, sustainable and accessible living.

Current themes across a range of strategic housing policies include:

- urban consolidation, urban renewal and prioritising development in existing towns, cities and urban areas, as primary locations for new residential development
- increasing the density of new residential development to exploit under-utilised land and provide a more effective use of land
- providing diversity of housing choice in terms of type, tenure and cost in order to address ongoing affordability issues and lifestyle/socio-demographic changes
- locating new residential developments close to areas that are accessible and served by high capacity transport links and existing infrastructure
- ensuring new areas of growth are properly serviced by public transport, services and facilities
- improving design standards and connectivity between settlements.

EACH PLANNED GROWTH AREA HAS SET THE CONTEXT FOR GROWTH IN A STRUCTURE PLAN OR PLANNING FRAMEWORK

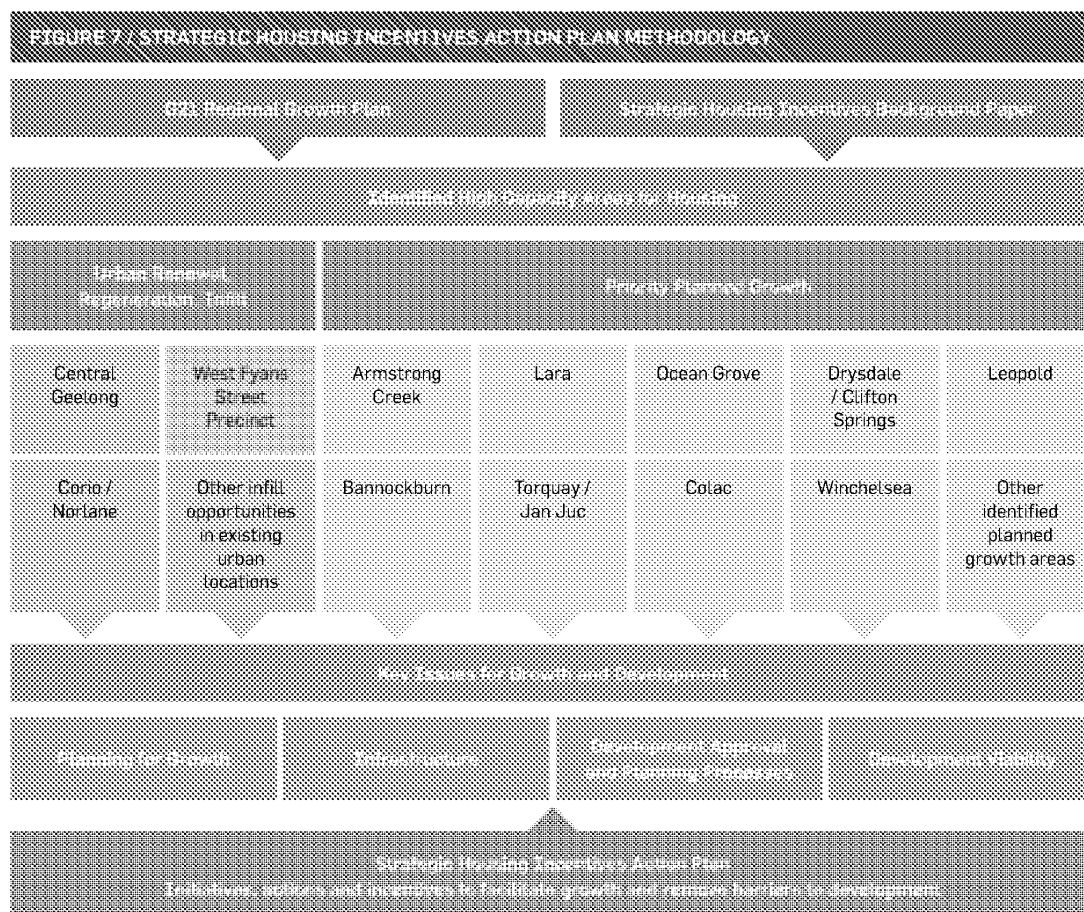
Figure 7 provides a summary of the methodology for developing the *Strategic Housing Incentives Action Plan* linking the directions of the Growth Plan for high capacity areas for housing and high 'priority planned growth' areas and identified areas of major 'urban renewal, infill and regeneration'. High capacity growth areas are those which can accommodate the highest amount of new residential development in the G21 region. Longer term growth areas are also identified that will support future growth in the region, including Colac and Winchelsea which are identified as having growth potential beyond existing population projections.

Consultation identified a range of barriers or factors affecting the ability to achieve strategic housing directions which have in turn informed the development of responding actions or incentives.

3.2.2 Planned Growth Areas

Planned growth refers to strategically identified areas for growth in townships across the G21 region. This can include zoned or unzoned areas of strategic growth that are identified and embedded in strategic planning policy, such as urban extensions and major broad-hectare or greenfield sites.

Each planned growth area has set the context for growth in a Structure Plan or Planning Framework. Each respective policy framework seeks to reflect overarching housing policy direction, articulate state policy provisions, provide a framework for new strategic broad-hectare growth and identify long term areas for planned residential growth.





Stakeholders, including councils, agencies, developers and real estate agents have been extensively consulted to understand the issues and opportunities that characterise planned growth locations across the G21 region. Market forces are generally driving the development of the growth areas and intervention development incentives are not used at present to facilitate growth in these areas. The key facilitator in bringing forward development in growth areas is robust upfront strategic planning and efficient development approval processes, to ensure that land is added to supply and brought forward for development when required.

Demand is considered to fluctuate across the region. The demand for new residential property in the growth areas has remained strong in affordable locations (for example Bannockburn, Lara, Leopold), but has been less stable in less affordable locations, such as Torquay. All areas have indicated a strong level of demand at the latter end of 2012 and in January 2013. While some areas have experienced short term housing market uncertainty, as a result of wider macro-economic factors, it is expected that the long term growth trajectory of all areas across the G21 region will remain stable.

The buyer profile for growth area locations is diverse and has a similar profile across most of the G21 region, depending on geographical location. Key buyers include:

- buyers seeking affordable housing solutions (families, first time buyers, residents from the Metropolitan Melbourne area)
- investors (who have anecdotally demonstrated strong interest in the past 12 months)
- buyers seeking lifestyle properties
- commuters (both to and from Melbourne and Geelong).

Discussion with stakeholders has indicated that growth areas experience some constraints to growth and land release as part of the development process. The key issues identified include:

- delays in the planning and approval processes
- the need for up-to-date and robust strategic planning to facilitate growth and understand barriers to land release
- fragmented land ownerships and issues with land assembly
- environmental constraints, such as flooding, drainage and the need to protect rural and coastal environments, which may inhibit future growth
- the provision of services and utilities in new growth areas

- infrastructure provision, including transport infrastructure and accessibility
- insufficient provision of services, such as public services and community facilities
- a lack of amenity, such as access to services and facilities, open space, events and activities.

The development industry has identified inadequate strategic planning and current planning approval processes as a key risk to land release and investment across the growth areas as a result of planning delays and the response time for planning decisions.

Discussion with key stakeholders has indicated there would be a strong demand for higher-medium density infill development across the G21 growth area locations, within established township areas in the form of a more compact, high density and affordable product. The supply of this type of product is considered to be limited across the growth areas and is often constrained by a lack of available sites within proximity to town centres, issues with accessibility and ownership, and problems associated with viability in delivering small-scale developments. If land can be assembled and released for this type of product, it would complement existing planned growth and contribute to sustainable growth objectives.

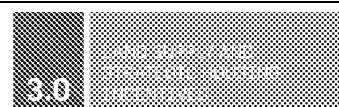
The *Strategic Housing Incentives Action Plan* provides locational and contextual information, policy review and identification of issues, opportunities and potential actions identified through consultation with key stakeholders for the centres of:

- Armstrong Creek
- Lara
- Ocean Grove
- Drysdale/Clifton Springs
- Leopold
- Bannockburn
- Torquay/Jan Juc
- Winchelsea; and
- Colac

Figure 8 provides a summary of this profile, advantages and constraints analysis. In general, the growth areas are not considered to have a lack of zoned/planned residential land in the short term and are expected to retain consistent levels of market driven demand. However, longer term growth areas in particular require further investigation to understand the challenges in bringing them forward for development and their capacity to add to future land supply.

FIGURE 3 / ISSUES AND OPPORTUNITIES MATRIX, PLANNED GROWTH AREAS

| Location | Pros | Opportunities | Cons |
|---------------------------|---|--|--|
| ARMSTRONG CREEK | <ul style="list-style-type: none"> Diverse range of housing types and densities Steady demand Average lot in new Warrally development \$350,000 for a three bed property | <ul style="list-style-type: none"> Location Accessibility Strategic planning in place Development underway Affordability Investment in water, sewer and recycled water networks | <ul style="list-style-type: none"> Drainage and flooding Environmental constraints Need for upfront infrastructure services and facilities Some fragmented ownership |
| LARA | <ul style="list-style-type: none"> Key growth area: Lara West (capacity for 4,000 dwellings) Steady demand Average lot in new Grand Lakes development \$380,000 for a 3 bed plus study (600sqm) | <ul style="list-style-type: none"> Proximity to airport, Melbourne and Geelong Minimal constraints to growth area at Lara West Infill opportunities | <ul style="list-style-type: none"> Drainage and flooding Natural constraints Need for amenity improvements Range of facilities The need for faster decision making / certainty |
| OCEAN GROVE | <ul style="list-style-type: none"> Key growth area: North Eastern Growth Area Steady demand Average lot in new development \$400–\$500,000 for a 3 bed detached property | <ul style="list-style-type: none"> Coastal location / lifestyle Minimal constraints to development of North Eastern Growth Area Infill opportunities Affordable competitor to Torquay | <ul style="list-style-type: none"> Rezoning and planning process Infrastructure and servicing Fragmented ownerships for infill Environmental constraints beyond existing growth Planning approvals process / delay |
| DRYSDALE/ CLIFTON SPRINGS | <ul style="list-style-type: none"> Low density detached housing Key growth area: Jetty Road (2,000 dwelling capacity) Property in Jetty Road approximately \$300,000 for a 3 bed detached dwelling | <ul style="list-style-type: none"> Location and access to Geelong Affordability (most affordable coastal location) Jetty Road development ready – significant capacity | <ul style="list-style-type: none"> Perceptions (Clifton Springs) Disconnection from town centre (Jetty Road) and public transport Flat demand for established housing (outside growth areas) Amount and quality of supply in Jetty Road |
| LEOPOLD | <ul style="list-style-type: none"> Low density detached housing Steady demand Significant growth / new housing estates Key growth area: South East | <ul style="list-style-type: none"> Affordability Urban consolidation/infill opportunities Planned shopping centre expansion Significant capacity for growth | <ul style="list-style-type: none"> Need for community infrastructure Drainage and flooding issues Fragmented land ownerships in South Eastern growth area Minimal higher density stock Delay in development approvals Geelong Settlement break |
| BANNOCKBURN | <ul style="list-style-type: none"> Growth area: to the west (Milton Street) Lots approx \$350,000 for three bed house and land (680sqm) Future growth area at Levy Street to south (further 1,500+ lots) Strong buyer demand | <ul style="list-style-type: none"> Affordability Capacity of new residential land Single land ownerships Positive relations between council / developers Minimal constraints to development of growth areas | <ul style="list-style-type: none"> Fragmented ownerships in designated future LDRZ zone Ownerships and accessibility of infill opportunities Potential drainage issues |
| TORQUAY/ JAN JUC | <ul style="list-style-type: none"> Highest values across growth areas Up to \$260,000 for land only in The Quay development Weak demand in the face of affordable competition / high prices Permits for 500 dwellings (with another 600 due) in North Eastern Growth Area | <ul style="list-style-type: none"> Desirable coastal location, accessible to Geelong Increasing demand for infill Significant infrastructure has been delivered Strong policy framework for growth in Torquay | <ul style="list-style-type: none"> Affordability / demand Developer viability Natural constraints beyond existing growth (settlement break to north) Issues with location of future growth and the framework to support it |



| Location | Profile | Advantages | Constraints |
|------------|--|--|---|
| WINCHELSEA | <ul style="list-style-type: none"> Low density rural residential living Key growth area to south of town (13ha site at Austin Street undergoing rezoning process) LDRZ growth to east of town will provide 100 lots | <ul style="list-style-type: none"> Affordable / lifestyle Availability of land on urban fringe Accessibility Established physical infrastructure | <ul style="list-style-type: none"> Minimal investigation work done on future growth areas Potentially fragmented land ownership Limited opportunities for infill Lack of LDRZ |
| COLAC | <ul style="list-style-type: none"> Low density residential living – rural living is popular Market weakened but has rebounded in 2013 Lots in new estates selling for approximately \$100–\$130,000 | <ul style="list-style-type: none"> Affordability Employment opportunities Good service and facilities Abundant LDRZ land Growth opportunities to south and west of township Duplication of Princes Highway | <ul style="list-style-type: none"> Flooding and drainage Need for updated structure planning Fragmented ownerships Lack of long term Residential Zoned land Amenity, accessibility |

3.2.3 Urban Renewal and Regeneration Areas

The key urban renewal areas in the City of Greater Geelong, including Central Geelong, Corio / Norlane (as identified in the *Corio Norlane Structure Plan*) and Fyans - West Fyans Street precinct, have developed planning frameworks to guide their growth. These frameworks seek to increase the density, diversity and mix of housing in urban areas, reflecting overarching regional and national policy objectives.

Consultation with key stakeholders has indicated that demand for property in these areas varies significantly, owing to their differing locations and market profile. Central Geelong is suffering from high price points and weak demand, with apartments remaining on the market and struggling to compete with larger, more affordable properties both in the growth areas and the inner Geelong suburbs. Corio/Norlane has experienced a steady demand driven by affordability and funding assistance from government; while the West Fyans Street Precinct has minimal new residential stock, but has the potential to enter the market at an affordable level.

A summary analysis of each location identifies:

- **Central Geelong** – there is not considered to be current demand for high end apartment development in Central Geelong, however more affordable development (if viable and deliverable) could attract demand from younger people and people wishing to downsize to a more compact property. Key constraints include demand, competition, a lack of CBD amenity (such as attractions, activities, accessibility and open space), developer confidence, planning processes and approval complexity/constraints and high land values/construction costs
- **West Fyans Street Precinct** – unlocking the residential potential of the West Fyans Street Precinct (as identified in the *Fyans - West Fyans Precinct Structure Plan*) will depend on resolving issues around land ownership, zoning, heritage constraints, flooding, contamination and realising the potential of the Barwon River frontage. A comprehensive development of the area would require significant funds and resourcing, possibly in the form of a dedicated development authority (such as the Docklands Authority in Melbourne)
- **Corio/Norlane** – New Norlane has garnered \$40m in state government funding and the area's affordability and market driven demand should continue to drive renewal in the area. Amenity improvements, such as the creation of a 'boulevard' on Bacchus Marsh Road, landscaping and public park improvements could enhance amenity values of the suburbs and further encourage people to move to the area.

3.2.4 Summary of barriers and challenges

Figure 9 provides a synopsis of the overarching barriers or challenges to achieving strategic housing growth, development and investment in the G21 region as identified in the Urban Enterprise report. This information is derived from a combination of literature review, current state and local planning policies and consultations with key stakeholders including council and land development industry representatives across each key investigation area in the G21 region.

The barriers and challenges represent a variety of issues which are often intrinsically interlinked or inter-dependent. Different issues represent different phases of the land release or development process and include:

- *the initial identification of land or investigation areas for residential development within strategic planning policy* – challenges to this type of growth are often physical or environmental and relate to the need for detailed investigation work and robust strategic planning to understand the capacity, requirements and development potential of future growth areas; and
- *Housing development and delivery* – barriers to delivery are often regulatory or financial, and can be driven by factors such as wider economic conditions, costs associated with development and the restrictions imposed by the regulatory process.

Other barriers or challenges include issues with amenity and locational characteristics; perceptions of different areas and community attitudes to development can also impact on the viability of development and the efficiency of the approvals process.

FIGURE 9 / SUMMARY OF GROWTH, DEVELOPMENT AND INVESTMENT FACTORS

PLANNING FOR GROWTH AND LAND SUPPLY

- adequacy and supply of suitable residential zoned land to meet demand and identification of adequate land for future growth
- limited diversity of housing stock
- land ownership issues such as fragmented land ownership, difficulties in land assembly, land banking
- land contamination, particularly in urban renewal and regeneration areas
- potential capacity of some identified growth areas limited (or costly to develop) by inherent attributes, values and physical constraints such as flooding, drainage, topography, erosion and landslip, bushfire, landscape and ecological values

INFRASTRUCTURE

- timely delivery and adequacy of transport, community and social infrastructure (such as roads, public transport, education, health, emergency services and community facilities)
- availability of servicing and utilities (drainage, sewerage, water, power, gas, telecommunications)
- access to employment opportunities and adequate services and facilities

DEVELOPMENT VIABILITY

- cost and availability of finance for development
- lack of market demand and confidence (wider macro-economic conditions)
- high land and construction costs (particularly for urban renewal areas)
- access to government funding and public resources to drive development (particularly in renewal areas)
- unrealistic land valuations and developer expectations
- additional unforeseen costs such as remediation, land assembly, holding costs
- developer and infrastructure contributions and costs
- affordable options in competing locations/developments
- level of amenity

DEVELOPMENT APPROVAL AND PLANNING PROCESSES

- complexity of planning process can impact on project costs including expert studies, time delays, increased holding costs and level of certainty or risk
- currency of strategic policy and structure planning frameworks
- local government resources to adequately service strategic and statutory planning requirements



3.2.5 Strategic Housing Incentives

Based on an understanding of the key barriers and challenges, the *Strategic Housing Incentives Action Plan* identifies the potential for a range of strategies and actions targeted at wider strategic initiatives applicable to the G21 region and location specific initiatives which address the issues identified in the primary high capacity / high priority growth areas. The three action areas address the different strategic and location specific issues across the region:

- regional initiatives – targeted at the wider G21 region and ensuring that the common strategic barriers to growth are addressed across planned growth and urban renewal areas
- urban renewal and regeneration initiatives – providing specific localised actions recommended to stimulate development and investment
- growth area initiatives – targeted at the primary identified areas of planned growth and outlining the township specific actions required to ensure that land release and housing growth is supported where and when it is required.

Regional initiatives

Identified actions focus on supporting housing growth, critical infrastructure and the management of timely planning processes as the key ingredients of land release at a strategic region-wide level. The key themes include:

- planning for housing growth and land supply – strategies and actions focus on the need to ensure an adequate land supply and diversity in housing stock as the primary requirements for housing growth across the region; including planning for adequate supply and understanding the capacity of identified growth areas
- infrastructure – initiatives focus on delivery of the key regional and local infrastructure projects required to support growth; including highways and public transport infrastructure, community and social infrastructure, services and utilities and other amenity improvements
- development approvals and planning process – targeted at ensuring the strategic planning and development approvals process does not hinder the timely identification, release and development of housing land. This is required to ensure that sites and growth areas are identified, that the barriers to development are understood and that frameworks are in place to facilitate development. Efficient development approval processes are essential in ensuring that development comes forward in a timely manner and to minimise undue costs.

Urban renewal and regeneration initiatives

Each urban renewal area is unique with different characteristics and issues influencing the potential for residential development and investment, owing to differing locations and market profile. The key issue affecting private sector development in these locations is viability.

Identified actions seek to support the development industry by proactively intervening in the market and stimulating residential projects. Key actions include the provision of:

- property market, developer and consumer information including up to date land supply and site identification
- direct assistance to potential developers and investors, including technical, regulatory and planning advice in the form of dedicated local government staff
- investment and marketing campaigns, direct developer dialogue and strong branding to convey the variety of development opportunities
- government land assets used to showcase developments or to provide lower cost development opportunities
- fiscal incentives, such as council rates or infrastructure contribution deferrals to kick-start stalled projects and alleviate up-front development costs.

These initiatives could assist existing development proposals and serve to attract new development opportunities, address negative perceptions, raise awareness and reduce development costs.

Ensuring that infrastructure is in place in terms of accessibility, permeability, services and facilities, utilities and recreation and local amenity is also critical in facilitating development and investment in the existing urban renewal areas. Key infrastructure projects, such as Vision 2 in Central Geelong, have the potential to improve perceptions, create enhanced liveability and accelerate investment and development.

Efficient strategic and statutory planning processes assist in ensuring appropriate development and investment is not hindered by unnecessary regulation or policy.

THE KEY FACILITATOR IN BRINGING FORWARD GROWTH AREAS IN THE SHORT TERM IS ROBUST UPFRONT STRATEGIC PLANNING AND EFFICIENT DEVELOPMENT APPROVAL PROCESSES

Growth area initiatives

Key strategies include:

- Growth planning and land supply - providing strategies and actions that focus on understanding the land supply capacity and the potential issues affecting the release of land for housing. Strategies also focus on the measures that can be promoted to provide a diversity of current and future housing land to meet the needs of future generations.

Key actions include:

- ensuring land supply is monitored and updated
- investigating the physical constraints in key growth areas and identifying the impact they may have on land supply
- understanding and seeking to resolve land ownership and assembly issues
- supporting medium density development in appropriate locations using strategic policy and statutory controls
- Infrastructure - initiatives focus on supporting and delivering the key local infrastructure projects that are required to facilitate growth or development, such as:
 - critical transport infrastructure, including public transport improvements and highway development
 - community infrastructure, including education, health and emergency services
 - high capacity services and utilities, required to support major population growth
 - landscape and public amenity improvements, accessibility and permeability, quality of streetscapes and the public realm.
- Development approval and planning processes - strategies and actions aimed at ensuring strategic plans and frameworks are in place in order to facilitate development where it is required, and supporting efficient development approvals processes to provide greater certainty and reduce delays. Timely planning processes ensure that land supply and capacity is fully understood, and that key residential development and infrastructure projects are delivered when required, with minimal delay or additional costs.

The key facilitator in bringing forward growth areas in the short term is robust upfront strategic planning and efficient development approval processes, to ensure that land supply and capacity is understood and brought forward for development when it is required. This demands appropriate local government resources to drive the planning process and ensure that adequate land supply is identified, monitored and delivered when required. Facilitating this process should be a priority in immediate short term growth areas.

Further longer term growth in areas such as Colac and Winchelsea, the decision on when these areas would come forward for significant new development and the likely housing markets that will evolve, should be informed by:

- the regional supply of housing land and any revisions to regional growth targets in light of policy or housing market change
- the impact of new infrastructure improvements, such as the Princes Highway duplication, on growth patterns, likely target markets and demand
- structure planning in both areas, which should be updated as a priority, in order to understand the land capacity and impact of new G21 growth aspirations and to identify new areas of future growth.

The current housing profile of both Colac and Winchelsea is generally standard to low density dwelling provision. Future housing markets would be influenced by the above factors. However, it is not anticipated that the housing market in these areas would significantly alter, with further standard density housing supported by medium density infill opportunities provided where they are available and as dictated by the market.



3.3 DEVELOPING A REGIONAL PICTURE OF LAND SUPPLY

3.3.1 Residential land supply methodology

The Growth Plan identifies the need to develop a more detailed picture of land supply within the region and in key centres and areas to obtain more useful data and to better understand land release timing considerations within different areas and land supply types.

The Growth Plan also identifies the need for accurate reporting on land supply and regular supply data capture over time.

Specialist land supply consultants Spatial Economics were engaged to prepare:

- a series of residential and industrial land supply reports
- a web-based land supply reporting tool that allows the simple interrogation and reporting of land supply stocks at any geographic level.

The *Residential & Industrial Land Supply Background Paper* identifies some of the key challenges in assessing land supply and demand, supply type and adequacy and establishes the methodology for data capture and geographic supply areas.

Residential supply

Supply data is captured from recent aerial photography (City of Greater Geelong and Borough of Queenscliffe - December 2012) and rates data from the Shires of Colac Otway, Golden Plains and Surf Coast.

The methodology of selecting geographic areas for reporting and particular residential supply types has been developed to recognise a range of supply/demand forecasting challenges including:

- supply and demand estimates at a small localised area tend to have low levels of accuracy and be misleading
- demand influencing factors such as holiday homes and retirement villages, can skew figures in smaller supply areas such as suburbs
- housing market supply is substitutable with individual buyers assessing price against a range of attributes

- population/dwelling construction projections are smoothed to accommodate annual average construction volatility. Factors such as unemployment and consumer confidences also affect demand. Five year averages are more appropriate for strategic planning purposes
- projected and actual demand is dynamic and requires regular critical review linked to adequacy measures established by reference to supply types and actual construction.

Residential supply types

For this project, there are three major supply types considered:

- *Broadhectare land* defined as new development on greenfield sites (sites that have not been used for urban development before) on the edge of the established urban area
- *Rural residential supply* defined through zoning, in particular Low Density Residential (LDRZ) and Rural Living (RLZ) zones
- *Established urban area* is the existing urban area and will broadly follow the township boundaries excluding rural residential areas and broadhectare sites. The established urban area includes dispersed infill (small dwelling projects usually on residential zones) and major infill (large developments usually greater than 10 dwellings) and redevelopment sites.

WITH A LARGE PROPORTION OF NEW DWELLING DEVELOPMENT DISPERSED INFILL IN URBAN GEELONG, THE IMPORTANCE OF DISPERSED INFILL SHOULD NOT BE UNDERESTIMATED

Residential land supply assessment areas

Land supply assessment areas have been based on broad geographic regions to provide dwelling projections which are up-dateable for supply type and location:

- Urban Geelong
- Bellarine Peninsula
- specific townships throughout the region for example Colac, Bannockburn and Torquay/Jan Juc.

Supply types have been examined for each of these assessment areas to provide a matrix of geographically defined land supply assessment areas by supply type across the G21 region as follows:

- Geelong local government area (LGA) comprising two geographic land supply assessment areas:
 - Urban Geelong encompassing the Statistical Local Areas (SLA) of:
 - Corio - Inner (includes Lara)
 - Geelong West
 - Newtown
 - Geelong (predominantly Central Geelong)
 - South Barwon - Inner (includes Armstrong Creek)
 - Greater Geelong.
 - The Bellarine Peninsula SLAs of:
 - Greater Geelong (C) - Pt B (includes towns of Ocean Grove and Drysdale/Clifton Springs)
 - Bellarine - Inner (includes the town of Leopold).
- Surf Coast LGA is divided into two different land supply assessment areas:
 - Surf Coast East SLA (includes towns of Torquay/Jan Juc)
 - Surf Coast - West SLA (includes towns of Winchelsea, Lorne and Anglesea).
- Golden Plains LGA:
 - Golden Plains - South East (includes town of Bannockburn).
- Queenscliffe LGA: one land supply assessment area
- Colac-Otway LGA is divided into three different land supply assessment areas including:
 - Colac-Otway - North (includes town of Birregurra)
 - Colac-Otway - South (includes town of Apollo Bay)
 - Colac-Otway - Colac.

All broadhectare and established urban areas are reported by major township with rural residential reported by SLA. Rural residential for Geelong has been reported by the two geographic areas.

The major townships that have been reported (Queenscliffe reported as part of Urban Geelong - Bellarine Peninsula) are:

- Torquay/Jan Juc
- Anglesea
- Winchelsea
- Lorne
- Colac
- Apollo Bay
- Bannockburn.

Residential supply adequacy

This project assesses adequacy for the defined housing markets which are smaller than a municipal level. A 15 year supply of developable land allows for other factors that can impede efficient development of land including lack of competition where one or two developers can control the market and hence pricing, and reluctant land owners who do not want to develop their land.

There are situations where there are clear delineations of housing markets such as smaller towns like Colac that need to be considered in isolation to the rest of the local government Area (in this case the rest of Colac-Otway Shire) as the housing market behaviour is very different.

There are other qualitative assessments that assist in the understanding of the residential land market. These include an understanding of the number of developers/land owners to provide a measure of the level of competition; the number of development fronts that are active, which also indicates a level of competition; and the pattern of development and delivery of infrastructure as particular parcels of land are highly cost dependent on the adjacent parcel of land delivering infrastructure to the gate.

For previous Urban Development Programs, it has been standard to focus primarily on the demand and supply of broadhectare land rather than minor infill or dispersed infill. With a large proportion of new dwelling development dispersed infill in Urban Geelong, the importance of dispersed infill should not be underestimated. In the case of the established area of Geelong, it is proposed that an adequacy measure be reported on the infill capacity.



The trigger points for the release or rezoning of identified growth areas for each land supply assessment area will be different as the circumstances for each area will differ. For example, if a small regional town requires new residential land, the amount of new land required will not be large and the process of selecting the land and having it rezoned will not be as time consuming. However, as shown by the experience at Armstrong Creek, the lead time for new land around Geelong to be rezoned can take considerably longer.

Trigger points will need to provide adequate lead time for planning and rezoning of land to ensure the timely provision of zoned land that is development ready and in the case of Urban Geelong, the level of urban infill availability.

Housing affordability

There are many determinants of housing affordability, with only limited levers available to local and to a lesser degree state governments. Major influencing factors that local government have significant control over are the supply of land as well as the implementation of the land use planning system.

It is important that information is provided to ensure the appropriate amount of residential land is supplied to the market at the right time and in the right place with appropriate servicing. The challenge for G21 municipalities is to release sufficient well-serviced and strategically located land without creating too many dispersed development fronts or an over-supply of zoned residential land stocks, as this will result in increased infrastructure servicing costs and contribute to the increased cost of housing. Spreading infrastructure demand across many dispersed development fronts will mean that economies of scale in the delivery of infrastructure will not be achieved.

There is always a variety of demand for housing and it is the foundation of most housing strategies to ensure a sufficient supply of housing opportunities if possible. There is a certain degree of substitutability between the different housing types as they serve different markets. The supply of new housing must be considered at the total level to ensure the greatest effect on affordability.

The *Strategic Housing Incentives Action Plan* seeks to identify appropriate policy settings to encourage efficient and appropriate development in established areas.

3.3.2 Industrial land supply methodology

Industrial land supply

Calculating the future demand for industrial land is more problematic than residential due to diversity of lot size requirements, relatively uneven annual land consumption and demand based on both local and export requirements.

For smaller to medium sized towns (for example Colac, Bannockburn and Torquay/Jan Juc), it is impossible to generalise about the demand for industrial land as the market place for land is very localised with each town having its own special set of circumstances and opportunities. Any demand analysis of small towns needs to be performed on a township basis - relying on an assessment that is based on sound principles, such as (but not limited to):

- ability to be serviced with infrastructure
- multiple ownership
- potential need, size and zone requirement.

The *recent land consumption measure* has been adopted by the Victorian state government as the most reliable way of forecasting future land demand. This method is appropriate for large metropolises or regional centres where there is sufficient demand for industrial land as well as unconstrained supply.

The *recent land consumption method* calculates the rate of use of industrial land by location and by zone providing a good basis to create demand projections. This method also does not have to take into account non-industrial uses and building coverage rates but does account for the re-use of industrial land (brownfield) for other uses.

Where the recent consumption method is inappropriate the requirements for industrial land can be determined with reference to population and population growth. The requirements for local servicing are different if the township requires land for export type industry (outside their respective region) or warehousing.

Supply is assessed based on:

- examination of aerial photography or rates records
- land zoned Industrial 1 Zone (IN1Z); Industrial 2 Zone (IN2Z); Industrial 3 Zone (IN3Z); and Business 3 Zone (B3Z). Note: A review of zones in Victoria has reduced the five Business zones to two Commercial Zones and reforms how the Industrial Zones operate.

Industrial land demand

Establishing demand for industrial land can be challenging due to:

- a significant proportion of non-industrial uses occupying industrial land ranging from retail, public uses and agricultural pursuits
- industrial uses with different spatial needs for example noxious industrial uses requiring larger sites and buffers
- underutilisation of land for sheds and warehouses
- buffers to adjoining non-industrial land or sensitive uses.

For this project, each industrial site is deemed to be occupied or available as supply. This is assessed using aerial photography so the judgment on whether the industrial site is occupied or available as supply is based on the existing buildings or works. Where sites appear underutilised the entire site is considered unavailable as the intentions of the owners are unknown. This assessment does not take into account unoccupied buildings that are available for re-use.

Consultation processes have helped to identify whether underutilised or unoccupied sites are available for development or re-use. Similarly, if a site is vacant it does not necessarily mean the land is available for development. Influencing factors could be, land contamination, inability to be 'economically' serviced or existence of native vegetation.

The re-use of industrial land as either another industrial use or for other uses (brownfield sites) has had a large effect on the demand for industrial land. As the economy has moved towards a service economy, old manufacturing sites have closed and new warehousing sites opened, usually on the fringe of the urban areas near good transport links. The recent consumption use of industrial land takes this effect into account.

Often land is identified for industrial use yet there is no infrastructure servicing and due to the large costs involved, servicing of the site may be years away and/or cost prohibitive. It is acknowledged that micro infrastructure technologies are constantly emerging, however at this stage it is perceived that if it cannot be 'readily' serviced land should not be identified as supply.

The supply of industrial land must take into account the likelihood of a reasonable level of infrastructure servicing, however the level of servicing required for industrial land in small towns is not necessarily high and industrial land maybe considered available with only limited services available.

When identifying new industrial land or subdividing currently zoned industrial land it is important to take account of constraints and other uses of the land to determine net developable land. Net developable land is the private land available to develop for industrial uses after allowing for local roads, open space and any constraints on the land. These constraints including native vegetation, flooding, or terrain can be very significant and have large effects on the availability of land.

The determination of net developable land is done on a site by site basis with reference to any constraints.

Adequacy of industrial land stocks

Similar to residential, industrial land adequacy can be illustrated using the number of years of supply through the interaction of demand and supply. Scenarios can be developed to account for higher levels of demand to take into account either higher population growth or specific changes to the employment/industrial land market.

However, adequacy measures based on the number of years of supply are not necessarily the optimum measure for small towns. Recent consumption in these towns can be misleading due to the 'lumpiness' of industrial demand or through a lack of supply. Also industrial land in small towns is often used for non-industrial uses and a simple adequacy measure may give misleading information.

In recent years the state government has set a benchmark of 15 years of industrial land for metropolitan Melbourne. For this project, it is suggested a benchmark of at least 15 years may be appropriate due to the nature of the regional and small towns that are being assessed. This benchmark is for all identified industrial land, zoned, and unzoned (future).

Setting stock levels based on a case by case basis dependent on plausible scenarios may be a more appropriate trigger point for the adequacy of industrial land to ensure that these towns have a reasonable amount of industrial land ready.

It is proposed that adequacy be determined for zoned types in appropriate circumstances where there is sufficient information to report a meaningful outcome.



Industrial land supply areas and nodes

Industrial land is usually clustered together in definitive precincts due to the negative external effects of industrial uses on other land uses. Hence, industrial land is analysed through nodes or clusters which need to be determined through consultation. These clusters have been summarised at the LGA level.

A node is defined geographically as well as by function. For example in the Geelong LGA, Avalon and associated industries will be considered a node. A measure of years remaining of supply in a particular node will be possible; however, due to the difficulty of providing incremental land to nodes, the adequacy of industrial land needs to be done at a larger scale, most likely at the LGA level. As industrial estates are consumed, new industrial estates that are often non-contiguous will be created to absorb demand.

Only specific towns have been assessed for industrial land with many small towns not requiring an industrial function. In recent years there has been a regional concentration of industrial uses as the larger regional centres take on the servicing of greater areas. As a result there is less demand for industrial land in smaller towns.

Urban Geelong (including Lara) have been assessed by industrial node - with the establishment of these nodes to be determined via the consultation process. The District Towns to be assessed for industrial land are:

- Torquay/Jan Juc
- Colac
- Bannockburn
- Anglesea
- Lorne
- Winchelsea
- Bannockburn.

3.3.3 Developing a Land Supply Reporting Tool

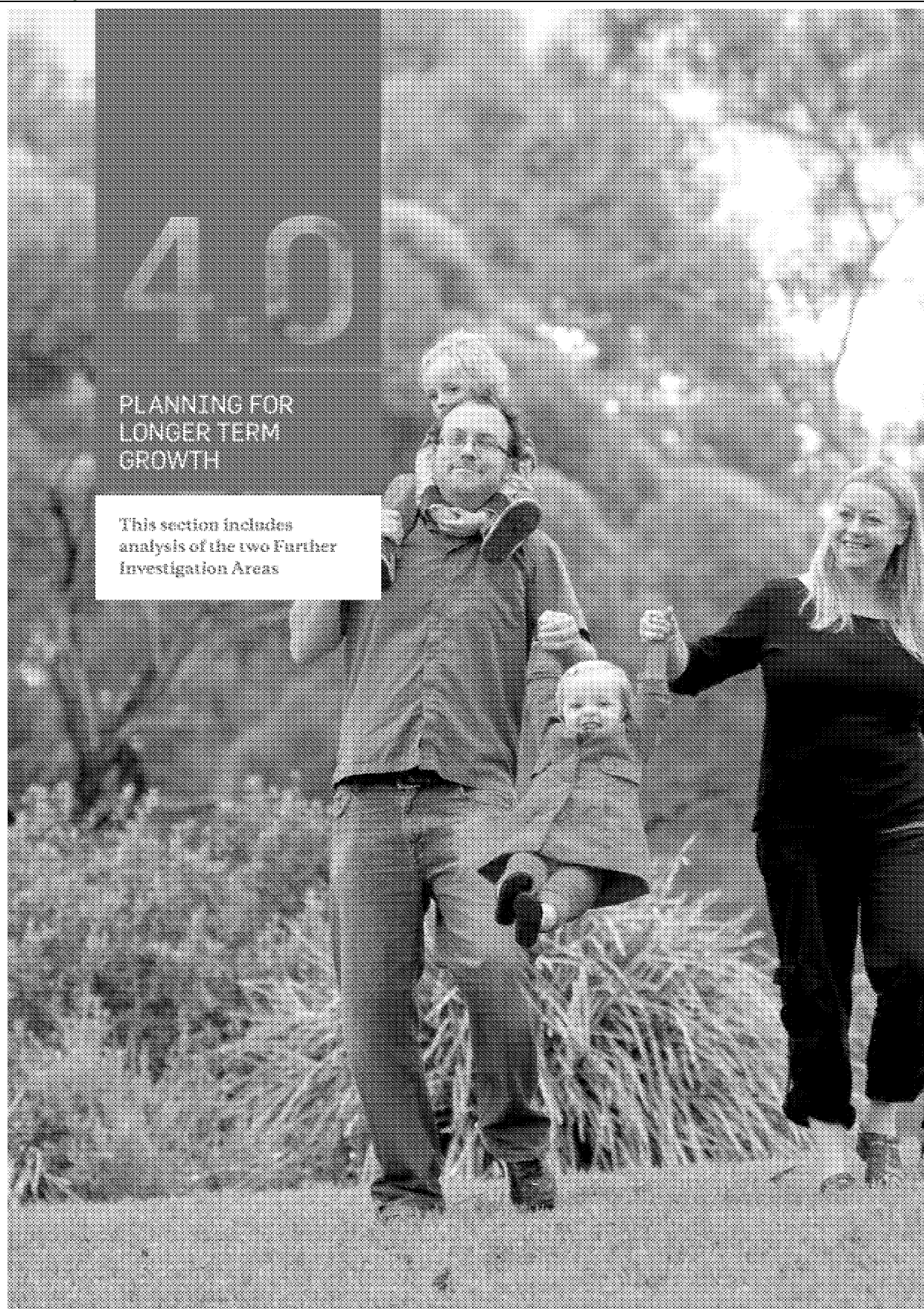
A tool to effectively monitor land supply within the G21 region has been developed to provide a visual representation of the information collected as part of the residential and industrial land supply assessment. The land supply monitoring has been adapted from existing Spatial Economics technology to create a web based product that allows for a visual representation of land supply data as well as the ability to produce reports at any geographic scale.

The monitoring tool is designed to be accessible by non-expert staff, with access able to be restricted to users at different levels. It can:

- report land supply data at any geographic scale including standard boundaries, such as LGAs and at custom boundaries like estates
- report on an individual project
- report on all information via automated reports
- produce land supply maps for any geographic area
- produce statistics for selected areas.

An important feature of the monitoring tool is the ability to readily update data and ensure the continued relevance of the data. The data export is in a compatible format for direct input into the state government's Urban Development Program.

AN IMPORTANT FEATURE OF THE MONITORING TOOL IS THE ABILITY TO READILY UPDATE DATA AND ENSURE THE CONTINUED RELEVANCE OF THE DATA. THE DATA EXPORT WILL BE IN A COMPATIBLE FORMAT FOR DIRECT INPUT INTO THE STATE GOVERNMENT'S URBAN DEVELOPMENT PROGRAM



PLANNING FOR
LONGER TERM
GROWTH

This section includes
analysis of the two Further
Investigation Areas



The Growth Plan identified two Further Investigation Areas as having potential to provide for the medium to longer term growth needs of Geelong and the G21 region.

4.1 INTRODUCTION

4.1.1 What are Further Investigation Areas?

Further Investigation Areas (FIAs) are areas of land identified in the Growth Plan to be studied more closely for their potential to provide for the expected longer term population growth of Geelong and the G21 region.

The Growth Plan looked at all land on the edge of Urban Geelong to identify areas with the best capacity to support well planned, integrated and liveable communities. Two areas were identified to the north and west of the Geelong Ring Road because they were:

- close to major transport routes and other infrastructure
- relatively close to major employment nodes
- not significantly constrained.

Combined, these two areas are larger than the Armstrong Creek urban growth area and have the capacity to house up to 60,000 people. This is more land than is required for Geelong's growth to 2050 based on current growth rates.

Growth of this size requires careful planning and balance to maximise long term housing and employment growth objectives, manage infrastructure investment and timing, and ensure net community benefit outcomes.

While the Growth Plan indicates that these areas are not needed in the short term, given existing land supply and infill opportunities and priorities, we are examining these areas now because:

- the G21 region has the potential to grow more quickly in the future than the current growth rate of 1.5%
- we need to ensure there is a good supply of different housing options to meet different community needs into the future
- there are long periods of time between land identification and planning and actual land release
- identifying them now helps to protect their potential future role while more detailed investigation is undertaken.

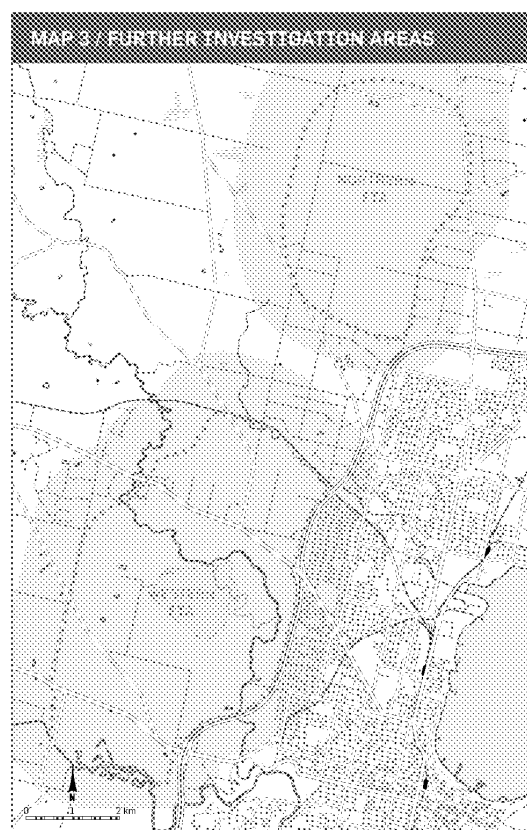
4.1.2 Where are the Further Investigation Areas located?

For the purposes of the Implementation Plan and analysis the two areas have been identified as:

- the Northern FIA
- the Western FIA.

The FIAs are notional areas only with no fixed boundaries. Abutting and nearby areas have been considered in their analysis.

The location of the two Further Investigation Areas are shown on **Map 3**.



The FIAs can be generally described as:

Northern FIA - located in Lovely Banks and generally bounded by Staceys Road to the north, Evans Road to the west and adjoining Rural Living zoned lots north of Plantation Road and west of Bacchus Marsh Road. Areas to the north and west of the FIA have been taken into account as part of the assessment.

The area is mainly zoned Farming, with a predominance of farming land use. The landscape consists of rolling hills.

The area is close to the Geelong Ring Road Employment Precinct and Lara township.

The FIA has an approximate area of 1,200 hectares, larger if additional areas to the north of Staceys Road are considered.

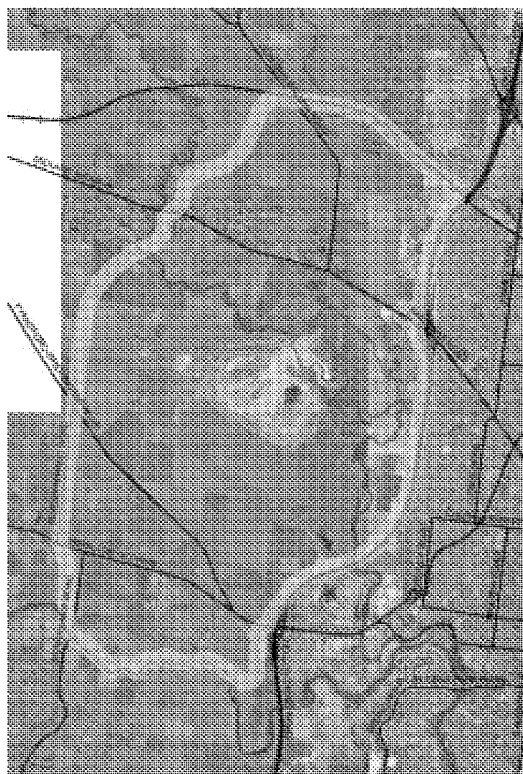
Western FIA - located west of the Geelong Ring Road and extending through parts of Batesford from the Ballarat - Geelong rail line in Bell Post Hill to the north to the Barwon River in Fyansford, and extends to Dog Rocks/Friend in Hand Roads in the west.

This area includes a mix of land uses including a private school, recreation reserve, active quarry and farmland.

The land is generally flat to gently undulating with the exception of the Adelaide Brighton quarry pit and Moorabool River Escarpment and contains a number of major waterways.

The area is located close to Batesford and nearby rural living communities off Dog Rocks Road.

The FIA has an approximate area of 2,300 hectares.



Note: aerial photographs are depicted at different scales.



4.1.3 Project objectives

The Growth Plan identified the need to undertake a further analysis of the two FIAs to identify priority, timing and future planning issues.

In relation to the two FIAs, the objective of the Implementation Plan is to:

- provide a strategic analysis of the constraints and opportunities and the relative merits of each site for future growth. The analysis will identify potential responses to address particular constraints and challenges and to achieve key opportunities. This is the focus of the *Background Report*
- identify key planning objectives and outcomes for the future development of either of these areas including environmental, economic and community outcomes as well as high level infrastructure provision. This step will be informed by liveable community planning practices applied in Armstrong Creek, metropolitan growth areas and sustainable practices applied in other countries
- identify opportunities to progress future development including strategic planning steps, planning scheme and zone changes and land release timing considerations. The principles and directions from the Growth Plan and *Land Supply Reports* guide these steps.

The project does not include land rezoning; however it is anticipated that this part of the Implementation Plan will be used by the City of Greater Geelong and state government to respond to future land rezoning proposals and to identify longer term infrastructure planning needs.

4.1.4 Key challenges

Why is timing and sequencing important?

Base infrastructure, such as water, sewerage, public transport, roads, schools, health facilities, libraries and other community services, is critical for servicing existing and identified growth areas and for providing for community health and wellbeing.

The FIA analysis component of the Implementation Plan informs directions around logical sequencing and timeframes for the appropriate development of an FIA as a future growth area.

The State Planning Policy Framework

(Clause 11.02-4) identifies as a key objective the management of development sequencing in growth areas so that services are available from early in the life of new communities. This is done by:

- defining preferred development sequences in growth areas to better coordinate infrastructure planning and funding
- ensuring that new land is released in growth areas in a timely fashion to facilitate coordinated and cost-efficient provision of local and regional infrastructure.

The FIA analysis is likely to identify a logical development sequence related to location of and access to existing services and facilities, major transport connections, employment opportunities and so on. However there are significant external factors that need to be considered when determining the timing of new growth area development. These include the following interrelated factors:

- existing land supply
- the cost of infrastructure provision
- current infrastructure need and investment
- strategic priorities.

Land supply

It is important that the appropriate amount of residential land is supplied to the market at the right time and in the right place with appropriate servicing. The release of sufficient well-serviced and strategically located land needs to be considered against the creation of too many dispersed development fronts or an over-supply of zoned residential land stocks. This will result in increased infrastructure servicing costs and contribute to the increased cost of housing. Spreading infrastructure demand across many dispersed development fronts will mean that economies of scale in the delivery of infrastructure will not be achieved (Spatial Economics 2013).

Understanding and regular monitoring of broadacre and infill land supply, across Geelong particularly, in major land market segments will be critical for understanding timing or trigger points for development of an FIA.

THE CHALLENGE OF PLANNING FOR GROWTH IN THE MEDIUM TO LONG TERM IS ENSURING THAT IT RESPONDS TO FUTURE ISSUES THAT CANNOT BE READILY ANTICIPATED NOW

Cost of infrastructure provision

The cost of providing infrastructure is high and can impact on house prices, municipal and service agency rates, the timing of infrastructure provision, the number and adequacy of services and the cost for using them.

The high cost of infrastructure provision requires an efficient and cost effective approach to ensure maximum use and benefit from the investment or 'value for money', return on investment and importantly, minimisation of the cost burdens on the broader community.

The direct cost of infrastructure such as utility and road connections is typically paid for by the developer of land. Larger estates also include open space and drainage works. Developer Contribution Plans (DCPs) can be used to require a higher level of physical and community infrastructure (community buildings, recreation facilities) to be provided although this will usually involve the local council also committing to the cost of providing/constructing some of these facilities. There is only a limited range of community infrastructure facilities which can be covered by DCPs and the costs of fitting out, staffing and maintaining new facilities are not covered.

A consequence of new growth areas developing out of sequence is seeing these areas provided with new facilities while existing communities have to wait. A major consideration for any 'out of sequence development' should be a more substantial community infrastructure planning and provision effort.

Current infrastructure need and investment

The planning framework and principles of the Growth Plan support a focus on growing within our existing urban areas and planned growth areas ahead of any new growth areas. This is important so as to maintain more compact urban environments and minimise travel distances. Building on existing or committed infrastructure, it provides for growth that is connected to existing communities where there is some service capacity and can encourage greater housing diversity.

The G21 councils and service agencies already have major infrastructure investment plans in place to meet the needs of existing communities and growth areas already identified in Structure Plans for roads, utilities, schools, community hubs, kindergartens and libraries.

There has already been significant 'sunk' infrastructure investment in new growth areas such as Armstrong Creek which requires a level of return on investment to fund further infrastructure rollout. The level of community infrastructure planning and commitment in Armstrong Creek has been significant, as it has been in other towns such as Torquay and Bannockburn.

There is potential for new growth areas developing 'out of sequence' to:

- divert or defer planned infrastructure rollout for schools or other community facilities from existing and planned communities
- create infrastructure lags where communities are not properly serviced
- create unsustainable communities which rely on travel outside their communities to use basic infrastructure such as schools, kindergartens or community centres.

Strategic priorities

Sequencing of growth activity and location as identified in the Growth Plan is an important tool for achieving strategic imperatives such as:

- urban consolidation
- growth in key centres or employment nodes.

These strategic priorities are linked to achieving community outcomes directly related to the Growth Plan principles, the regions challenges and vision including community building and regeneration, addressing disadvantage, creating sustainable communities, strengthening activity centres, housing diversity, improved utilisation of infrastructure, improved transport and community services, facilitating economic activity and jobs growth in key sectors.

Development of local employment nodes within current planned growth areas require long take up periods to reach a critical mass and be sustainable. Consequently the development of multiple employment nodes across multiple growth areas has the potential to diffuse the benefit and potential of these areas for long periods.

One area or two?

Given the availability of a number of growth fronts around Geelong there is no need to develop two new urban growth areas at the same time. It is also anticipated that the two areas would service a similar product market demand so there are unlikely to be any significant affordability or housing diversity benefits provided by allowing the two areas to develop simultaneously.

The most significant factor influencing a single growth front first is the cost of infrastructure provision as discussed above.



Rather than leaving it to the market to determine which area develops first it is important the broad range of factors identified in the FIA analysis be considered to determine the most logical priority area.

The Implementation Strategy will need to identify a policy approach to manage the FIA that does not progress to a growth area role.

Taking a longer term view

The challenge of planning for growth in the medium to long term is ensuring that it responds to future issues that cannot be readily anticipated now. It is almost certain, however, that there will be significant climatic, social and economic changes. Sustainability benchmarks for growth area planning relating to the use of natural resources, energy consumption and generation, water usage, transport and waste management will need to respond and adapt over time to these changes.

The FIAs will be examined in the context for which they can provide for more sustainable outcomes and opportunities.

4.1.5 Approach to Further Investigation Areas analysis

The relative merits and suitability of each of the FIAs as a future growth area has been determined through an analysis of:

- **land capability considerations** (section 4.2) including Geotechnical and Land Stability, Biodiversity, Topography, Drainage and Flooding, Land Contamination, Open Space and Fire
- **planning considerations** (section 4.3) including Cultural Heritage, View Sheds and Landscapes, Current Zoning and Land Use, Planning Overlays and Municipal Boundary Issues
- **accessibility considerations** (section 4.4) including Road Network Proximity, Public Transport Network Proximity, and Walking and Cycling Networks
- **deliverability considerations** (section 4.5) including Land Ownership, Existing Utility Infrastructure and Existing Community Infrastructure.

4.1.5 Analysis data

Analysis of the two FIAs has been based on information sourced from:

- existing site data available from the City of Greater Geelong, state government departments and agencies including CCMA, DEPI, DTPLI, VicRoads, Barwon Water and service authorities. This includes information on hydrology, biodiversity, topography, land capability, infrastructure, cultural heritage, fire, soils, climate and land use
- concept proposals and background studies independently prepared for Lovely Banks Management Pty Ltd, Ramsay Property Group and Batesford South consortia of land owners at their own initiative for parts of the identified FIAs. While this work has been received by the Project Team, it has no formal status
- conversations and interviews with key stakeholders and project partners and agencies.

The analysis information is presented in a series of tables that examines land capability, planning, accessibility and delivery issues for each FIA.

The tables identify:

- information sources
- issues
- responses or potential treatments relating to each issue
- suggested further work that would need to be undertaken if the FIA was to be developed as a Growth Area
- a comparative analysis and discussion.

Information from this analysis has informed the FIA directions in the *Implementation Plan*.

4.2 LAND CAPABILITY

4.2.1 Geotechnical and Land Stability

Engagement and relevant sources of information

| Attachment 2.3 | Attachment 2.4 |
|---|--|
| <ul style="list-style-type: none"> AS Miner Geotechnical Consulting Engineers, Report to the University of Ballarat, Landslide and Erosion Susceptibility Mapping in the CCMA Region, 30 June 2006 Department of Primary Industries, Victorian Resources Online Meeting with Anthony Miner, Principal Geotechnical Engineer, AS Miner Geotechnical Consulting Engineers, 8 April 2013 Phone conversation with technical experts at Ballarat University and Department of Primary Industries NDMP Project Landslide Mapping and Susceptibility Project. Report for industry partners including CCMA, CoGG, COS and NDMP. Prepared by A.S. Miner Geotechnical in association with DPI. Report No 477/02/10. 27 April 2010. | <ul style="list-style-type: none"> Adelaide Brighton Cement Ltd, <i>Rehabilitation Plan for Batesford Quarry</i>, 24 November 2009 (last update) Batesford South, <i>Summary of Challenges Report for Batesford/Fyansford Further Investigation Area</i>, 5 April 2013 Department of Primary Industries, <i>Victorian Resources Online</i> Golder Associates, <i>Preliminary Geotechnical Assessment for Batesford South</i>, 18 October 2010 Golder Associates, <i>Strategic Planning and Land Use Assessment for Batesford South</i>, 9 November 2010 Nolan –ITU Pty Ltd, <i>Batesford Quarry Groundwater Level Recovery Investigation</i>, January 2002 Nolan – ITU Pty Ltd, <i>Batesford Quarry Rehabilitation Water Quality Study</i>, July 2005 Spiire for Ramsay Property Group, <i>Pre-Feasibility Report on the Potential for Future Residential Development</i>, February 2013 Meeting with Anthony Miner, Principal Geotechnical Engineer, AS Miner Geotechnical Consulting Engineers, 8 April 2013 Phone conversation with technical experts at Ballarat University and Department of Primary Industries Technical Experts Workshop to discuss site constraints in relation to Batesford Quarry, 22 February 2013 AS Miner Geotechnical Consulting Engineers, Report to the University of Ballarat, <i>Landslide and Erosion Susceptibility Mapping in the CCMA Region</i>, 30 June 2006 NDMP Project Landslide Mapping and Susceptibility Project. Report for industry partners including CCMA, CoGG, COS and NDMP. Prepared by A.S. Miner Geotechnical in association with DPI. Report No 477/02/10. 27 April 2010. |



| NORTHERN FIA | | |
|--|--|--|
| Issue | Treatment/Response | Justification |
| <p>The Lovely Banks Monocline is a tectonic landform with a distinct scarp of approximately 70 metres. It runs along the eastern extent of the FIA, in a roughly south-north direction. Refer to Topography Map (Map 4).</p> <p>With the exception of the eastern slope where a further investigation is required (see above), the FIA is generally not constrained by geotechnical or land stability issues.</p> | <p>The presence of the monocline and the relatively steep grade on the eastern edge of the FIA may cause potential instability issues as identified in the Landslide Susceptibility Mapping 2006. If the FIA is to be developed an independent geotechnical investigation should be undertaken to inform the subdivision layout along the eastern edge of the FIA. Such investigations will also indicate if the application of an Erosion Management Overlay is necessary for some areas in order to manage geotechnical risk at the development stage. Additionally 'no go' areas may be identified where the geotechnical risk is such that development may be deemed inappropriate. Should a geotechnical investigation identify the need, a reduced level of development intensity (for example larger lot sizes) may be an option for this sloped area to allow for greater flexibility in positioning of dwellings.</p> <p>Geotechnical investigations should take into account the possible need for stormwater detention basins to be located on the slope (refer to Drainage and Flooding Section)</p> | <p>Geotechnical investigation for the eastern slope of the FIA</p> |

| WESTERN FIA | | |
|--|--|--|
| Issue | Treatment/Response | Justification |
| <p>There are three significant overburden dumps to the west and south of the Batesford Quarry: the Dryden Overburden (south), the Western Overburden (west) and the Balyarta Overburden (south-west), in some parts adding approximately 50 metres to the natural topography (refer Map 5). Overburden and other dumps extend in the west up to the edge of Dog Rocks granite massif and then in the south where the overburden has been graded into a gradual southern sloping plateau (Nolan ITU 2002). These dumps have not been placed in an engineered manner (Golder Associates 2010) and this has implications for potential future development.</p> | <p>Further independent geotechnical investigations are required to determine the end-use of the three overburden dumps. A ground monitoring program has been in place for three years with no reported subsidence to date, however it is not clear if this monitoring has comprehensively covered all three dumps. Residential development may prove cost-prohibitive to develop on these dumps, if this is the case these areas could be added to the open space or used for recreational activities.</p> | <p>Geotechnical investigation of the three overburden dumps to ascertain appropriate land use.</p> |

| Issue | Treatment / Recommendation | Further Work |
|---|--|--|
| <p>The rehabilitation of the Batesford Quarry requires the battering of the current almost vertical quarry walls to a 3:1 gradient to ensure integrity of slopes (refer to Open Space Section). It is unclear what the horizontal distances of the batters will be once completed or what extent they will extend into the overburden dumps and the implications of this. It is also unclear how the space between the quarry (and future lake) edge and any private or public development will be managed and by whom or what buffers will be used between the edge and public or private access.</p> | <p>Should the FIA be developed, the <i>Rehabilitation Plan for the Batesford Quarry</i> should be comprehensively reviewed to clearly understand and resolve any interface issues between the quarry (and future lake) and surrounding land use, including the consideration of public access, private and public development and the application of buffers where appropriate. A risk assessment should be incorporated into this review and which should take into account planning over at least three stages: 1) while the quarry remains operational, 2) while the quarry is filling with water 3) completed man-made lake.</p> | <p>A review of the <i>Rehabilitation Plan for Batesford Quarry</i></p> |
| <p>Extraction of limestone from the Batesford Quarry has relied upon the dewatering of groundwater from the quarry pit and this will need to continue for the duration of the quarry's operations (refer to Open Space Section). Nolan-ITU (2002) reports that dewatering has lowered the water table to approximately minus 28–31 metres AHD and has created a cone of depression that extends many kilometres to the north, south and east. The rehabilitation of the quarry involves ceasing the dewatering program and allowing the quarry to fill with groundwater and create a lake. It is not known how a rebounding groundwater will affect the stability of the land surrounding the quarry pit which has dried out as a result of the groundwater being drawn down for decades.</p> | <p>It should be noted that the current cone of depression which has resulted from the dewatering may not remain in its current state by the time quarrying operations cease in approximately 2028 (i.e. in 15 years time). The reference to the drawdown of the water table appears to be taken from a Camp Scott Furphy/Australian Groundwater Consultants report in 1981 (refer to Nolan-ITU, 2002).</p> <p>Should the FIA be developed, a groundwater recovery investigation will need to be undertaken, building on and updating the Nolan-ITU (2002) investigation (refer to Open Space Section). A groundwater recovery investigation, amongst other matters should assess how the stability of the land would be affected as a result of the groundwater rebounding. The results of this work may need to be taken into account when determining the appropriate land uses in areas of land affected by the drawdown.</p> | <p>A Groundwater Recovery Investigation should be undertaken which builds on and updates Nolan ITU 2002 study (refer to Open Space Section).</p> <p>This investigation should include assessment of the stability of the land as a result of the groundwater rebounding.</p> |



| Issue | Treatment / Discussion | Further Action |
|--|---|--|
| There is a small, yet significant inoperative basaltic quarry situated near the ring road (refer Map 5) which has a mining licence under the <i>Extractive Industries Development Act 1995</i> which is separate to the Batesford Quarry licence. How this quarry will be treated under a development scenario has not been resolved. | The rehabilitation of this basalt quarry and the implications for residential development has not been investigated in this analysis to the same extent as the Batesford Quarry. The land title in question is approximately 38 hectares in area and the quarry area is approximately eight hectares and about 30 metres deep. A phone conversation with a representative of the land owner indicated an intent, pending the necessary regulatory approvals, to fill the quarry pit with clean and inert construction waste within the next five years to engineering standard that is suitable for public open space but not residential. However, the remaining title would be available and suitable for residential development, although this is yet to be verified. | Should the FIA be developed, the future use of the land containing the basalt quarry would need to be resolved through engagement with the land owner and taking into account the engineering standard to which the quarry pit is filled. |
| At the northern extent of the FIA, in Bell Post Hill, adjacent to Cowies Creek there is an outcrop of potentially unstable Fyansford Clays. | If developed, it would be prudent to undertake a geotechnical investigation of the land around Cowies Creek to inform subdivision planning and appropriate land uses, including recommendations about storm water management and potential for erosion. | Geotechnical investigation for land around Cowies Creek. |
| <p>Landslide susceptibility modelling produced by A.S. Miner Geotechnical Engineering and DPI in 2009 indicates a 'High' susceptibility to landslide in a number of areas within the FIA (refer Map 5) generally being:</p> <ul style="list-style-type: none"> • immediately to the south of Cowies Creek; • along the steep scarp between the Midland Highway and the Moorabool River and Deviation Channel • along the steep scarp between the Geelong Ring Road and the Moorabool River • to a lesser extent, along the banks of the Barwon River. | <p>While the 2009 modelling should be interpreted as indicative, it would be highly advisable to undertake targeted geotechnical investigations in these areas to inform strategic planning, subdivision and open space planning and management including the identification of no-go areas, buffers or erosion management overlays if applicable.</p> <p>A preliminary geotechnical desktop study also indicates outcrops of Fyansford Clays which are extremely reactive and associated with landslips in proximity to Cowies Creek, further supporting the need for further geotechnical investigation.</p> | <p>Targeted geotechnical investigation for areas denoted as having high susceptibility to landslide, generally including:</p> <ul style="list-style-type: none"> • immediately to the south of Cowies Creek • between the Midland Highway and the Moorabool River and Deviation Channel • between the Geelong Ring Road and the Moorabool River • to a lesser extent, along the banks of the Barwon River. |

Comparative analysis and discussion

Both FIAs are constrained to markedly different degrees by geotechnical and/or land stability issues. However due to the highly modified landscape and the complex topography influenced by three significant water courses, the geotechnical issues facing the Western FIA are far more complex and numerous. In order to develop the Western FIA, thorough and coordinated geotechnical investigations would be necessary to confidently predict the stability of the land close to the Batesford Quarry and the effect of rebounding groundwater. Such investigations would be needed to inform appropriate land use planning, subdivision layouts and open space planning. In comparison, the geotechnical issues facing the Northern FIA are limited to a more straightforward task of understanding the potential instability associated with the Lovely Banks Monocline on the eastern edge of the FIA and then planning accordingly.

4.2.2 Biodiversity

Engagement and relevant sources of information

| Humanity 21 | Humanity 21 |
|---|---|
| <ul style="list-style-type: none"> Ecology Partners Pty Ltd, Final Report: <i>Flora and Fauna Assessment and Preliminary Net Gain Assessment Analysis of the "Project Area", Lovely Banks, Victoria</i>, April 2008 (not sighted) Ecology Partners Pty Ltd, <i>Overview of the Ecological Values of the "Wider Study Area", Lovely Banks, Victoria</i>, February 2008 (not sighted) Lovely Banks Management Pty Ltd, <i>Lovely Banks – Northern Geelong: Strategic Overview and Development Concept</i>, July 2008 Meeting with representatives from the Department of Sustainability, Environment and Primary Industries (DEPI), January 2013 Meeting with the Environment and Natural Resources Department, City of Greater Geelong, January 2013 City of Greater Geelong environmental data sets and spatial layers Biodiversity Interactive Map, DEPI | <ul style="list-style-type: none"> Adelaide Brighton Cement Ltd, <i>Rehabilitation Plan for Batesford Quarry</i>, 24 November 2009 (last update) Batesford South, <i>Summary of Challenges Report for Batesford/Fyansford Further Investigation Area</i>, 5 April 2013 Golder Associates, <i>Ecological Review Batesford South Flora and Fauna Existing Conditions</i>, 20 October 2010 Golder Associates, <i>Strategic Planning and Land Use Assessment for Batesford South</i>, 9 November 2010 Nolan-ITU Pty Ltd, <i>Batesford Quarry Rehabilitation Water Quality Study</i>, July 2005 Spiire for Ramsay Property Group, <i>Pre-Feasibility Report on the Potential for Future Residential Development</i>, February 2013 Ecological Services, <i>Bell Post Hill Growth Area Ecological Desktop Assessment</i>, February 2013, Information and documentation provided by Batesford, Fyansford and Stonehaven Landcare Group, April 2013 Meeting with representatives from the Department of Sustainability, Environment and Primary Industries (DEPI), January 2013 Meeting with the Environment and Natural Resources Department, City of Greater Geelong, January 2013 Technical Experts Workshop to discuss site constraints in relation to Batesford Quarry, 22 February 2013 City of Greater Geelong environmental data sets and spatial layers Biodiversity Interactive Map, DEPI |



| NORTHERN FIA | | |
|--|--|---|
| Issues | Treatments/Proposals | Further Action |
| The land contained within the FIA is covered by Schedule 4 of the Environmental Significance Overlay (ESO4). The areas within this overlay form part of the Victorian Volcanic Plains Bioregion. | <p>Biodiversity values are summarised on Map 6.</p> <p>The ESO4 seeks to protect native grasslands within the Victorian Volcanic Plains Bioregion covering the Werribee Plains to Geelong and west to Anakie and was introduced in 2010 as part of an amendment that altered the urban growth boundary of metropolitan Melbourne. The ESO4 was developed based on generalised mapping rather than actual surveys of native grasslands.</p> <p>There appears to be two studies undertaken by Ecology Partners in February 2008 and April 2008, an ecological overview of the 'wider study area', and a flora and fauna assessment for the 250 hectare eastern portion of the land. While neither of these studies was sighted as part of this analysis, a summary of both the studies is included in the <i>Lovely Banks – Northern Geelong: Strategic Overview and Development Concept</i>. In summary, the studies ascertain that the majority of the land within the FIA is considerably modified with exotic vegetation and native vegetation has been significantly altered. Two small patches of remnant native vegetation were, however, identified on the eastern portion of the land, one patch is acknowledged through the placement of a Vegetation Protection Overlay Schedule 1.</p> <p>If developed, a detailed on-ground vegetation assessment should be undertaken for the entire FIA to map stands of remnant native vegetation, assess 'quality' and apply a net-gain assessment and identify offsets to inform land use and open space planning and subdivision layouts. This work should be undertaken in consultation with DEPI and the results would inform the future extent of the ESO4.</p> | <p>Native Vegetation and Ground Truthing Assessment of the FIA incorporating an assessment of potential habitat for the Golden Sun Moth and the Striped Legless Lizard (see below).</p> <p>Native Vegetation Quality Assessment including net gain assessment for mapped areas of native vegetation</p> |
| There is a possibility that the Striped Legless Lizard (SLL) (<i>Delma impar</i>) and/or the Golden Sun Moth (GSM) (<i>Synemon plana</i>) are present. Both species are listed as threatened under the <i>Flora and Fauna Guarantee Act 1988</i> . | A vegetation assessment (as described above) can also incorporate a survey of the land to identify and map 'potential' habitat for the SLL and GSM. In a subsequent study, the identified 'potential' habitats can then be assessed to ascertain the presence and distribution of the SLL and the GSM. This work would need to be undertaken in consultation with the DEPI. Habitats which are found to support either of these species will require protection. | Assessment to ascertain the presence and distribution of the SLL and GSM. |

» THE ESO4 SEEKS TO PROTECT NATIVE GRASSLANDS WITHIN THE VICTORIAN VOLCANIC PLAINS BIOREGION COVERING THE WERRIBEE PLAINS TO GEELONG AND WEST TO ANAKIE AND WAS INTRODUCED IN 2010 AS PART OF AN AMENDMENT THAT ALTERED THE URBAN GROWTH BOUNDARY OF METROPOLITAN MELBOURNE

| WESTERN FIA | | |
|---|---|--|
| Issues | Treatment / Response | Further Notes |
| <p>The Dog Rocks Reserve, the Dog Rock Flora and Fauna Sanctuary, the Moorabool River Reserve and the Red Gum Reserve are all physically connected areas which are critically important to the survival of native flora and fauna in the south west region and are currently managed for their biodiversity values through various arrangements between land owners, the Batesford, Fyansford, Stonehaven Landcare Group, the Trust for Nature and the City of Greater Geelong. The Dog Rocks are a significant geological landmark and culturally significant to the region.</p> <p>Both the Dog Rocks Flora and Fauna Sanctuary and the Moorabool River Reserve are formally within the area of investigation for the FIA and are both managed in accordance with management plans, the other two areas (the Dog Rocks Reserve and the Red Gum Reserve) are within the Golden Plains Shire.</p> | <p>Biodiversity values are summarised on Map 7</p> <p>Strategies should be implemented to protect these significant, biodiversity rich, areas from any urban pressures resulting from development should the Western FIA be developed. For instance, adequate buffer distances of no less than 200 metres should be implemented between any residential development and the southern boundary of the Dog Rocks Flora and Fauna Sanctuary and night time pet curfews should be introduced.</p> <p>The reserves should remain unencumbered. They should not be used as vegetation offsets but should be protected in their own right in recognition of their floristic and faunal values.</p> <p>Land known as the 'Honey Woodland' abutting the southern boundary of the Sanctuary should also be retained and treated in the same manner.</p> <p>The reserves should be incorporated into the open space network, with potential to link these highly valued natural assets to Fyansford and the Barwon River through a recreational trail along the Moorabool River. Such a trail could be further extended to the Dog Rocks outcrop so walkers can experience the unique geology of Dog Rocks.</p> | <p>The Dog Rock Flora and Fauna Sanctuary (including the Honey Woodland) and the Moorabool River Reserve should be protected and incorporated into the natural open space network and included as part of a open space concept connecting Dog Rocks to Fyansford, along the Moorabool River.</p> |
| <p>The presence of valuable natural assets dispersed across the FIA offers potential to link these assets with bio-links or wildlife corridors to enable connectivity and movement of wildlife.</p> | <p>One bio-link worth exploring includes linking the Dog Rocks Flora and Fauna Reserve with the Barwon River through a fenced and adequate corridor of vegetation abutting Dog Rocks Road and Friend In Hand Road down to and then crossing the Hamilton Highway. A route would then need to be negotiated through land to the Barwon River frontage. The feasibility of such a link, although aspirational, should be further examined.</p> | <p>Consider a biolink reserve connecting Dog Rock Flora and Fauna Sanctuary with the Barwon River Reserve.</p> |



| Issue | Treatment / Response | Further Action |
|--|--|--|
| The FIA supports a number of biodiversity assets and ecological values of state and national significance. | <p>The principal studies prepared for two separate land owner groups that have been referred to in order to understand and form a response to this issue are the:</p> <ul style="list-style-type: none"> • <i>Ecological Review Batesford South Flora and Fauna Existing Conditions</i> • <i>Bell Post Hill Growth Area Ecological Desktop Assessment</i> <p>Both studies, although preliminary (the second being only desktop), appear to provide a reasonable overview of the ecological values of the area and actions recommended, although peer review of these studies has not been undertaken to assess their veracity. The results from ad hoc fauna and flora surveys in the Dog Rocks Flora and Fauna Sanctuary and surrounds were also provided.</p> <p>Despite the largely agricultural and mineral extraction land use, what is clear from this data is that it is highly likely that the FIA supports all of the following ecological values:</p> <ul style="list-style-type: none"> • Nationally and Victorian listed threatened flora and fauna • Other native flora and fauna • Remnant native vegetation • National and state listed grassy woodland and grassland communities. <p>The presence of these values can to some extent be attributed to the FIA's three significant water courses being Cowies Creek, Moorabool and Barwon Rivers.</p> <p>While these ecological values could be interpreted as a constraint to development; their presence and the capability to protect and improve them through proper investment, planning, management and monitoring should be viewed as an opportunity of regional, state and commonwealth importance. An additional opportunity presents itself to incorporate ecological values and assets into passive open space zones which can be appropriately accessed and experienced by the local and wider community through passive recreation activities.</p> <p>If developed a comprehensive ecological assessment, including targeted seasonal flora and fauna surveys, is warranted to ascertain the biodiversity assets and ecological values present on the site, as all present studies appear cursory. Such a study should be designed in consultation with DEPI in regard to methodology (including timing of surveys), as there would be opportunity to prioritise certain areas according to habitat. The results of this assessment should underpin urban planning processes, precinct and structure plans, open space planning and the necessary environmental approvals.</p> <p>It is highly advisable that a Native Vegetation Precinct Planning process is used.</p> <p>Due to the status of the ecological values present in the FIA, any development would require a range of environmental approvals at the local, state and commonwealth levels and these approval processes would need to be factored into planning processes and lead times. Additionally a full Net Gain Assessment would be required at the appropriate point in the planning process.</p> | <p>A comprehensive ecological assessment of the FIA, including targeted seasonal flora and fauna surveys, is warranted to ascertain the biodiversity assets and ecological values present on the site. Methodology used in the assessment should be designed in consultation with the DEPI</p> <p>Development would require a range of environmental approvals at the local, state and federal levels and these approval processes would need to be factored into planning processes and lead times</p> <p>A native Vegetation Precinct Planning Process is advisable.</p> |

| Issue | Development Scenario | Planned Works |
|---|--|---|
| Would development of the FIA present an opportunity to improve the areas ecological values? | <p>If the FIA remained undeveloped in the future, the natural and ecological values would generally be managed in a similar fashion as the present status quo. Private and public land would be largely managed according to the predominant land use and relevant legislation and policy.</p> <p>In a no-development scenario the land (including the quarry pit) within the Extractive Industry Work Authority extent (907 hectares), known as Batesford Quarry, would continue to be managed in accordance with the Work Authority and the associated rehabilitation plan (refer Map 23), the objectives of which, are designed to meet the requirements of the <i>Extractive Industries Development Act 1995</i>. Broadly speaking, the environmental works required by the rehabilitation plan will meet the legislative requirements under this Act however they will not achieve a high ecological value.</p> <p>Under a urban development scenario, the following works should be undertaken:</p> <ul style="list-style-type: none"> extensive revegetation works between the Moorabool River diversion and the proposed lake (currently Batesford Quarry) using indigenous ground cover, shrubs and trees to increase available habitat and establish an adequate wildlife movement corridor between Dog Rocks and the Barwon River rehabilitation of riparian and aquatic habitats to provide habitats for amphibians, mammals, birds, reptiles, crustaceans and fish along the length of the Moorabool River within the FIA, including the diversion channel, and the old Moorabool River, the revegetation of adjoining open spaces revegetation of proposed lake edges using aquatic and semi-aquatic species and locally indigenous trees and shrubs physical improvements of the Moorabool River diversion channel such as the breaking up of concrete inverts and additional bank planting, altering of flows and habitats, introducing snags and riffle sections and overhanging vegetation. <p>Cowies Creek and Barwon River on the FIA's northern and southern boundaries respectively, present unique opportunities to require the rehabilitation and revegetation of aquatic and riparian habitats to improve habitat connectivity, provide for wildlife conservation corridors, and provide critical habitat to support amphibians, mammals, birds, reptiles, crustaceans and fish.</p> | <p>Incorporate delivery of the biodiversity objectives into the relevant framework plans and PSP processes.</p> <p>Review and revise the Rehabilitation Plan for Batesford Quarry to deliver these biodiversity objectives within land in the Extractive Industry Work Authority extent, consistent and integrated with objectives and work program for land outside the Work Authority.</p> <p>Establish early the mechanism and sequencing of the biodiversity enhancement work program and its interaction with open space planning and provision.</p> |

Comparative analysis and discussion

The two FIAs are very contrasting in terms of biodiversity and natural values.

The Northern FIA has negligible environmental constraints and is therefore relatively straight forward to develop. Conversely this means there is minimal environmental gain or benefit to be achieved through enhancement of any inherent natural values. Any development of the Northern FIA could incorporate an appropriate level of natural open space planning and conceivably these open spaces could include large native grassland conservation areas for instance (refer to Open Spaces Section), however the potential to connect such areas to established conservation corridors is limited, thereby reducing any overall contribution to conservation.

There are numerous biodiversity assets and natural values present within the Western FIA which introduces a high level of complexity and requires significant planning, coordination and environmental approvals. However, there is significant potential through site development funding for these assets and values to be greatly enhanced and become natural assets of regional or state significance.



4.2.3 Topography

Engagement and relevant sources of information

| Northern FIA | Relevant FIA |
|--|--|
| <p>Lovely Banks Management Pty Ltd, Lovely Banks – Northern Geelong: <i>Strategic Overview and Development Concept</i>, July 2008</p> <ul style="list-style-type: none"> City of Greater Geelong data sets and spatial layers | <ul style="list-style-type: none"> Batesford South, Summary of <i>Challenges Report for Batesford/Fyansford Further Investigation Area</i>, 5 April 2013 Spiire for Ramsay Property Group, <i>Pre-Feasibility Report on the Potential for Future Residential Development</i>, February 2013 City of Greater Geelong data sets and spatial layers Golder Associates, Preliminary Geotechnical Assessment for Batesford South, 18 October 2010 |

| NORTHERN FIA | | |
|--|--|--------------|
| Issue | Treatment/Response | Further Work |
| The majority of the land is a relatively flat plateau between 80 and 100 metres Australian Height Datum (AHD). The plateau falls away within 500–1000 metres of the eastern edge, and more gradually in the north-eastern corner of the FIA. The slope of the land generally follows natural drainage lines to an approximate elevation of 30 metres AHD (refer to Map 4) at the eastern boundary. | <p>The topography the Northern FIA does not present any constraints. The slope on the eastern edge of the FIA associated with the Lovely Banks monocline may present some susceptibility to landslide (refer to Geotechnical and Land Stability Section).</p> <p>The relatively high plateau and eastern slope will provide opportunities for diverse housing experiences, landscape features and views of the surrounding features.</p> | Nil |

| WESTERN FIA | | |
|--|--|--|
| Issue | Treatment/Response | Further Work |
| The elevation of the land is quite varied and complex (refer to Map 5) due to the influence of the Moorabool River and also to a lesser extent the Barwon River and Cowies Creek. Works associated with mineral extraction industries and placement of overburden over the last century has also significantly altered the natural landscape, south of the Midland Highway, to its present form. | <p>The complexity of the topography and steepness in parts will present engineering challenges for the construction of utilities, roads and other infrastructure. Some of the steep sloping areas would possibly be used for open space due to other constraints such as flooding and native vegetation. Areas to the north of the Midland Highway and south of the Batesford Quarry are generally less constrained by topography and would be less complex to develop.</p> <p>The variation in elevation may also provide a benefit by accommodating a diversity of housing experiences, landscape features and unique views.</p> | The complex topography will be a key consideration in urban planning processes, precinct and structure plans, open space planning. |
| Some relatively low land areas are prone to flooding. | The topography of the land will affect its ability to drain and the risk of flooding – refer to Drainage and Flooding Section. | Nil |
| The natural topography around the Batesford Quarry has been significantly altered due to the quarry operations, resulting in areas where the land may be unstable. | Refer to the Geotechnical and Land Stability Section. | Nil |

Comparative analysis and discussion

The land within the Northern FIA is minimally constrained by topography, whilst the complex, and harsh in parts, topography of the Western FIA will complicate planning processes and the location and design of major infrastructure. In both areas the topography of the land will form interesting landscape features which can assist with forming views and diverse housing experiences and establishing character.

4.2.4 Drainage and Flooding

Engagement and relevant sources of information

| SOUTHERN FIA | NORTHERN FIA |
|---|---|
| <ul style="list-style-type: none"> • Advice from Engineering Services, City of Greater Geelong, 24 May 2013, re Lovely Banks Drainage. • Greater Geelong Planning Scheme – Maps and Land Management Overlays • Barwon Region Integrated Water Cycle Management Network Meeting, April 2013 | <ul style="list-style-type: none"> • Golder Associates, <i>Drainage Analysis and Water Sensitive Urban Design</i>, 20 October 2010 • Golder Associates, <i>Strategic Planning and Land Use Assessment for Batesford South</i>, 9 November 2010 • Greater Geelong Planning Scheme – Maps and land management Overlays • Spiire for Ramsay Property Group, <i>Pre-Feasibility Report on the Potential for Future Residential Development</i>, February 2013 • Advice from Engineering Services, City of Greater Geelong, 5 February 2013, re. Bell Post Hill Drainage • Barwon Region Integrated Water Cycle Management Network Meeting, April 2013 |

| NORTHERN FIA | SOUTHERN FIA | RELEVANT SOURCES |
|--|--|--|
| <p>As indicated in Map 8, land suitable for detention storage is limited, meaning that detention storage will most likely need to be found on the eastern slope of the FIA.</p> | <p>Studies into flood impact and more detailed drainage feasibility would be required to scope the form and scale of a functional drainage system.</p> <p>Since the FIA does not include lower flatter areas, this leaves only the eastern escarpment in which to manage the surface run-off from any proposed urban development. This essentially means that on the eastern boundary, considerable land would need to be set aside for creating detention storage and safe and efficient overland flow paths.</p> <p>The eastern catchment slopes generally around 12% and closer to 20% in the gullies. This terrain will create challenges in design and location detention storage.</p> <p>Overland flow paths have not been identified through the Rural Living Zone to the east of the FIA in the relatively low-lying land and this could require additional land acquisition.</p> <p>Drainage detention systems sitting high in the catchment above private development are not deemed best-practice and would not be supported unless clear overland flow paths were provided for.</p> <p>When considering the capability of the land to drain and the propensity for urban development, the Engineering Services Department advises that it adopts an approach that focuses on retention of natural drainage patterns and avoids areas that require overly complex, finely balanced or sensitive surface-water management systems. Land must firstly be suitable for urban development and secondly be able to drain as far as practicable in a natural fashion.</p> | <p>Site Stormwater Management Plans (SSMP) will be required for the land contained within the FIA to inform structure planning processes. A typical SSMP may be made up of 3 possible reports:</p> <ul style="list-style-type: none"> • Drainage Feasibility Report • Water Quality Impact Report • Flood Impact Report. <p>Flood mapping impacts reports should include catchments abutting the FIA in addition to the FIA itself.</p> |



| Issue | Treatment / Response | Further work |
|--|---|--|
| Climate change is likely to affect design of drainage systems and flood modelling. | In the foreseeable future, rainfall intensities are likely to be revised upwards, accommodating the predicted increase in single event storm severity. As rainfall intensity is a key design parameter used in the computation of stormwater discharge rates and rainfall depths, an increase will have a direct impact on the scale of drainage infrastructure required to manage such storms.

This impact will mean revisiting all flood mapping including the FIA and adjoining catchments. | Flood mapping should be re-visited to include contemporary climate change factors. |

| WESTERN FIA | | |
|---|---|--|
| Issue | Treatment / Response | Further work |
| <p>The FIA is affected by a number of drainage catchments based on catchment boundaries used by the City of Greater Geelong (refer to Map 9).</p> <ul style="list-style-type: none"> Catchment C153 drains to the east mainly through Cowies Creek and catchment C226 falls away westerly to the Moorabool River Catchments C236 and C230 drain in a southerly direction to the Barwon River. Catchment C 232 flows northward towards the Moorabool River. <p>The balance of drainage is made up of a number of smaller catchments.</p> | <p>Issues specific to individual catchments are addressed below.</p> <p>When considering the capability of the land to drain and the propensity for urban development, the Engineering Services Department advises that it adopts an approach that focuses on retention of natural drainage patterns and avoids areas that require overly complex, finely balanced or sensitive surface-water management systems. Land must firstly be suitable for urban development and secondly be able to drain as far as practicable in a natural fashion.</p> | <p>If the FIA is developed, Site Stormwater Management Plans (SSMP) will be required for the land contained within the FIA to inform structure planning processes. A typical SSMP may be made up of 3 possible reports:</p> <ul style="list-style-type: none"> Drainage Feasibility Report Water Quality Impact Report Flood Impact Report. |
| Catchment C153 drains to the east mainly through Cowies Creek and catchment C226 falls away westerly to the Moorabool River. | <p>It is advisable to align the western boundary of the FIA, north of the Midland Highway, roughly to the limits of the C153 catchment in order to direct drainage entirely through the C153 catchment and negate impacts on the Moorabool system. It is suggested therefore that the boundary of the FIA, north of the Midland Highway, should move eastwards.</p> <p>The land within the FIA north of the Midland Highway is gradually sloped generally south west to north east and has an approximate fall of 42 metres – ranging from 70 metres AHD at its highest point to 28 m AHD at the discharge point. Steeper ground occurs in the north-west of the land.</p> <p>Downstream of C153 there is considerable established urban development where stormwater infrastructure is not designed to current-day standards. The capability of the downstream catchment to absorb greater stormwater flows/ volumes is largely unknown and there may be a requirement for any future land development upstream to play a part in reducing impacts or mitigating short falls in capacity in downstream infrastructure.</p> | As above |

| Issue | Findings / Comments | Further Work |
|---|---|---|
| A significant component of the land to the south of the FIA drains south towards the Barwon River through catchments C 236 and C 230. | <p>A flood mapping exercise has been undertaken by the City of Greater Geelong for C 230 which includes approximately 600 ha of the FIA. This catchment is virtually flat for approximately 3kms west of the Geelong Ring Road and provides considerable flood storage, as flood mapping indicates (refer to Map 9).</p> <p>A preliminary drainage report commissioned and provided by land owner groups proposes detention basins within C 230 to manage drainage. It is debatable whether the terrain of this land could support the effective and efficient design of drainage basins. Given the report is a high-level feasibility study based on numerous assumptions and lacking specific detail, caution should be exercised in regard to the development and flood mitigation potential of this land.</p> <p>The appropriateness of any forms of intensive land use (including residential and industrial) within this area is questionable due to exceptionally flat grades and to a rural culvert treatment under the Ring Road, and should be further examined.</p> | A catchment analysis should be undertaken focusing on the nature of flooding and potential to drain effectively in C230 to justify the land's inclusion in the growth area. |
| Flood mapping for the Moorabool River | Detailed flood modelling and mapping for the Moorabool River, south of the Midland Highway, should be undertaken to increase confidence in the current flood extents and flows. It is advised that current mapping is out of date and methodologies and assumptions need to be revisited. Updated flood mapping will inform structure planning processes and Open Space Management Planning. | Undertake flood mapping of the Moorabool River. |
| Climate change is likely to affect design of drainage systems and flood modelling. | <p>In the foreseeable future, rainfall intensities are likely to be revised upwards, accommodating the predicted increase in single event storm severity. As rainfall intensity is a key design parameter used in the computation of stormwater discharge rates and rainfall depths, an increase will have a direct impact on the scale of drainage infrastructure required to manage such storms.</p> <p>This impact will mean revisiting all flood mapping including the Moorabool and Barwon systems, as well as re-mapping the minor tributary catchments as appropriate that use the Moorabool and Barwon as receiving waters.</p> | Flood mapping should be revisited to include contemporary climate change factors. |

Comparative analysis and discussion

Further detailed studies are required in both FIAs in respect to drainage and flooding. The issues for the Northern FIA mainly revolve around lack of suitable topography to locate drainage detention storage and the need (and cost) to design and build adequate storage along on the eastern slope and to provide for overland flow paths downstream which may involve compulsorily acquired land.

The flood and drainage issues facing the Western FIA are more numerous, complex and constraining. Land to the south, between the Hamilton Highway and the Fyansford-Gheringhap Road is significantly constrained by the flat terrain and it's inability to drain away. This fact, when considered in conjunction with the constraints to development in the south posed by the Deviation Road restriction, brings into question the viability of developing some of the southern parts of the Western FIA.



4.2.5 Land Contamination

Engagement and relevant sources of information

| Ministry / DCA | Ministerial DCA |
|--|--|
| <ul style="list-style-type: none"> DPCD, Ministerial Direction No. 1, <i>Potentially Contaminated Land</i>, 27 September 2001 DSE, General Practice Note: PN30: Potentially Contaminated Land, June 2005 | <ul style="list-style-type: none"> Golder Associates, <i>Strategic Planning and Land Use Assessment for Batesford South</i>, 9 November 2010 Golder Associates, <i>Initial Assessment of Potential Sources of Contamination</i>, 15 October 2010 Earth tech Engineering Pty Ltd, <i>Proposed Rehabilitation Plan for the Batesford Quarry</i>, December 2005 DPCD, Ministerial Direction No. 1, <i>Potentially Contaminated Land</i>, 27 September 2001 DSE, General Practice Note: PN30: Potentially Contaminated Land, June 2005 Batesford South, <i>Summary of Challenges Report for Batesford/Fyansford Further Investigation Area</i>, 5 April 2013 |

Ministerial Direction No. 1 - *Potentially Contaminated Land* defines 'potentially contaminated land' as land used or known to have been used for industry, mining or the storage of chemicals, gas, wastes or liquid fuel (if not ancillary to another use of land). The Explanatory Statement to Direction No. 1 suggests that it may only be appropriate to defer the audit requirement if testing of the land before a notice of amendment is given is difficult or inappropriate. An example might be where the rezoning relates to a large strategic exercise or involves multiple sites in separate ownership.

Section 12(2) of the Planning and Environment Act 1987 requires:

- (2) *In preparing a planning scheme or amendment, a planning authority -*
- Must have regard to the Minister's Directions; and*
 - Must take into account any significant effects which it considers the scheme or amendment might have on the environment or which it considers the environment might have on any use or development envisaged in the scheme or amendment.*

DSE General Practice Note PN30: *Potentially Contaminated Land*, June 2005 also deals with land that may have been contaminated by other means such as ancillary activities, contamination from surrounding land, fill using contaminated soil or agricultural uses. 'Sensitive uses' are defined within Ministerial Direction No. 1 as a residential use, a child care centre, a pre-school centre or a primary school. Site activities listed in Table 1 which have a 'High' potential for contamination of land include landfill sites/waste depots.

Where activities with 'High' potential for contamination have occurred, redevelopment of these sections of the site for a "sensitive use" would require an Environmental Audit to be undertaken by an Environmental Auditor under the Environment Protection Act 1970 to confirm the suitability of the site for a proposed sensitive use.

The Environmental Audit Overlay (EAO) is the mechanism provided in the Victoria Planning Provisions and planning schemes to defer the requirement of Direction No. 1 for an environmental audit until the site is to be developed for a sensitive use. By applying the overlay, the planning authority has made an assessment that the land is potentially contaminated land, and is unlikely to be suitable for a sensitive use without more detailed assessment and remediation works or management.

| NORTHERN FIA | | |
|--|--|--|
| Issue | Treatment / Response | Further Work |
| Potential for historical use of part of FIA as a former landfill resulting in contamination and risks associated with rezoning of land for sensitive uses. | No evidence of any recorded or known (former) landfill sites within FIA. | Further assessment required to confirm that no parts of the FIA contain former landfill sites or other sources of potential contamination. |
| WESTERN FIA | | |
| Issue | Treatment / Response | Further Work |
| There are known areas of potential environmental concern associated with the extraction of limestone and basalt from within the respective Work Authority boundaries. | While noting that progressive rehabilitation of the Batesford Quarry has already commenced and that conditions of the Work Authority oblige the operator to remediate the site in accordance with a Rehabilitation Plan approved by DEPI, this will presumably not restore the site to a standard suitable to conversion for urban purposes. | Areas which have potential for environmental concern should be further assessed. |
| Given the potential to introduce sensitive uses there is clear need to identify and manage risks from potential sources of contamination. | From a planning first principles perspective, sensitive uses should, wherever practicable be located beyond areas that have potentially been contaminated. Where this cannot be avoided, further assessment regarding potential for contamination and remedial actions will be required. | Where potential contamination issues have been identified, consider applying an EAO. |
| Potential contamination of overburden stockpiles associated with past extraction activities. | Adopting the principles in both Ministerial Direction No. 1 and DSE's accompanying Practice Note, application of an EAO should be investigated. | A Statement of Environmental Audit / Certificate of Environmental Audit would then be triggered before such land could be used for a future sensitive use. |
| Potential for parts of the site historically used for grazing purposes to have stock dipping sites (as yet unidentified). | | |
| Potential for historical use of part of FIA as a former landfill resulting in contamination and risks associated with rezoning of land enabling sensitive uses to be introduced. | There appears to be some evidence that parts of the extractive industry area may have contained (former) landfill sites. | Further assessment required to confirm that no parts of the FIA contain former landfill sites. |

Comparative analysis and discussion

Whilst there are no known (former) landfill sites within the Northern FIA, there remains potential that parts of this land may have been used for landfill / waste disposal. Apart from this, there are no identifiable sources of potential contamination affecting the Northern FIA.

The Western FIA contains a number of sources of potential contamination, mostly directly attributable to the use of part of the land for Extractive Industry. Given that known sources of potential contamination exist and that it is probable that other land uses were undertaken which carry with them a 'High' risk for potential contamination; further investigation will be required before parts of the Western FIA may be suitable for introduction of sensitive uses.

Potential sources of contamination are unlikely to make either FIA unsuitable for urban development, but will influence where future land uses may be appropriate.



4.2.6 Open Space

Engagement and relevant sources of information

| Geelong City | Wentworth Shire |
|---|--|
| <ul style="list-style-type: none"> Ecology Partners Pty Ltd, Final Report: <i>Flora and Fauna Assessment and Preliminary Net Gain Assessment Analysis of the "Project Area"</i>, Lovely Banks, Victoria, April 2008 (not sighted) Ecology Partners Pty Ltd, <i>Overview of the Ecological Values of the "Wider Study Area"</i>, Lovely Banks, Victoria, February 2008 (not sighted) Lovely Banks Management Pty Ltd, Lovely Banks – <i>Northern Geelong: Strategic Overview and Development Concept</i>, July 2008 City of Greater Geelong environmental data sets and spatial layers Meeting with the Environment and Natural Resources Department, City of Greater Geelong, January 2013 Meeting with representatives from the DEPI, January 2013 Barwon Region Integrated Water Cycle Management Network Meeting, April 2013 | <ul style="list-style-type: none"> Adelaide Brighton Cement Ltd, <i>Rehabilitation Plan for Batesford Quarry</i>, 24 November 2009 (last update) Batesford South, <i>Summary of Challenges Report for Batesford/Fyansford Further Investigation Area</i>, 5 April 2013 Ecological Services, <i>Bell Post Hill Growth Area Ecological Desktop Assessment</i>, February 2013 Golder Associates, <i>Ecological Review Batesford South Flora and Fauna Existing Conditions</i>, 20 October 2010 Golder Associates, <i>Strategic Planning and Land Use Assessment for Batesford South</i>, 9 November 2010 Nolan –ITU Pty Ltd, <i>Batesford Quarry Groundwater Level Recovery Investigation</i>, January 2002 Nolan-ITU Pty Ltd, <i>Batesford Quarry Rehabilitation Water Quality Study</i>, July 2005 City of Greater Geelong environmental data sets and spatial layers Meeting with representatives from the DEPI, January 2013 Meeting with the Environment and Natural Resources Department, City of Greater Geelong, January 2013 Technical Experts Workshop to discuss site constraints in relation to Batesford Quarry, 22 February 2013 Barwon Region Integrated Water Cycle Management Network Meeting, April 2013 |

| NORTHERN FIA | | |
|---|--|--|
| Issue | Treatment / Response | Further Steps |
| What are the opportunities for creating natural open space networks in the FIA? | <p>There are minimal natural features present within (or surrounding) the FIA that may be enhanced to deliver significant open space and/or conservation outcomes or link with existing networks. Additionally most, if not all, of the remnant native vegetation has been cleared as a result of the predominant agricultural land use. Consequently there are few environmental constraints to urban development within the FIA.</p> <p>A network of passive and natural open space parklands should be created as part of any precinct structure planning process. Comprehensive and connected systems of grassland parklands can be established:</p> <ul style="list-style-type: none"> • along the creeks and slopes on the eastern edge of the FIA, • alongside road reserves • within the sensitive-use buffer area for the South-West Gas Pipeline and the industrial buffer associated with the Lara Energetic Materials Manufacturing Plant at the north-western corner of the FIA. <p>Grassland parklands should provide critical habitat for native flora and fauna and can incorporate pedestrian and cycling networks and recreational facilities for residents.</p> <p>Appropriate management and funding models for an integrated network of grassland parklands should be developed.</p> | Develop Natural Open Space Master Plan for the Northern FIA that delivers comprehensive and connected systems of native grassland parklands. |

» A NETWORK OF PASSIVE AND NATURAL OPEN SPACE PARKLANDS SHOULD BE CREATED AS PART OF ANY PRECINCT STRUCTURE PLANNING PROCESS



| Western Pit | Treatment/Responsibility | Further Action |
|--|---|---|
| <p>A considerable proportion of the FIA south of the Midland Highway has been significantly altered by mineral extraction since the late 1800s. The Batesford Quarry (BQ) is an operational limestone quarry including an open pit approximately 1.5 km² in area. The BQ operates in accordance with an Extractive Industry Work Authority (WA) (under the Extractive Industries Development Act 1995) and rehabilitation of the BQ is carried out in accordance with an approved Rehabilitation Plan (RP) which forms a part of the Work Authority. The approved RP of the BQ pit, once extraction concludes, will involve the formation of an inland lake by ceasing the dewatering of groundwater from the quarry pit.</p> <p>A major consideration for the analysis of the suitability of this FIA as an urban growth area is potential for successful interaction and integration of the quarry operations and future lake with urban types of land use.</p> | <p>Adelaide Brighton Cement Limited (ABCL) is the holder of the WA and responsible for the delivery of the RP. It should be noted, the BQ operations only affect part of the FIA and other parts of the FIA could be developed whilst extractive operations or quarry rehabilitation continues.</p> <p>The present RP has been prepared and approved with a rural or agricultural land use setting in mind with no changes needed to the prevailing land use zoning under the Planning Scheme. The area under the current WA is 907 ha. An application to reduce the area under the WA to 578 ha has been submitted to the DEPI. A bond is held by the DEPI, to be used at its discretion, to generally cover cost of rehabilitation should the WA holder not deliver on the requirements of the RP.</p> <p>ABCL advises there is a written agreement between the DEPI and ABCL that the WA will not be fully relinquished by ABCL until the lake is fully recharged maintaining the WA holders responsibility for the quarry pit and the wider area over that time.</p> <p>ABCL advises there is between 8 and 16 years of commercially viable limestone extraction remaining. Extraction of limestone is presently occurring only within a small part of the south-eastern quarry edge. ABCL advise they have no intention to extend the footprint of the quarry pit further. Rehabilitation of the BQ edges has commenced with the battering of slopes on the southern escarpment and this will progress to different parts of the quarry edges.</p> <p>Currently groundwater is pumped out of the quarry pit and 6–9 ML / day is discharged into the Moorabool River under an agreement with the Corangamite Catchment Management Authority, to supplement the flows of the Moorabool River flows.</p> <p>Dewatering of the quarry has resulted in a lowering of the water table to around -30 metres AHD and an extensive cone of depression extends to the south, north and east. It appears the Moorabool River is a significant source of inflow to the quarry through the river bed.</p> <p>The current maximum depth of the quarry is approximately -30 metres AHD with an average depth over the entire pit of approximately -16 metres AHD (the average is -26 metres AHD if the shallower north-east section of the quarry is excluded from the calculation) (Nolan ITU 2005).</p> | <p>Develop Open Space Master Plans for the:</p> <ul style="list-style-type: none"> • Cowies Creek Open Space and Conservation Corridor, • Barwon River Open Space and Conservation Corridor, and • Moorabool River Open Space and Conservation Corridor. <p>Due to the complexity of the issues associated with the Moorabool River Corridor especially the interaction with the BQ and future lake – a multi-agency coordination and/or working group including relevant land owners should be established, to feed into the development of this Master Plan.</p> <p>An Open Space Master Plan for the Moorabool River be developed and refined in stages according to particular quarry operational and rehabilitation stages.</p> |

Continued over page...

| Item | Findings / Comments | Further Work |
|------|---|---|
| | <p>In regard to groundwater recovery rates (i.e. lake filling rates) and likely water quality of the future lake, the RP refers to two studies undertaken by Nolan ITU in 2002 and 2005 (not independently peer reviewed) regarding groundwater recovery rates and lake water quality respectively. This analysis, and recent advice from land owner representatives, indicates it will take approximately 15–20 years for the lake water level to equilibrate once the dewatering pumps are turned off and the long-term water level of 8 and 9m AHD. The lake would reach 75% of its long-term ultimate depth within around 7 years.</p> <p>The Nolan ITU investigations estimate a maximum long-term depth of the lake of 39 metres and an average depth across the whole lake of 25 metres. However if the shallower north-eastern section of the quarry (roughly one sixth of the entire lake) is excluded from the calculation, the average depth would be approximately 35 metres. Under the present RP there would be a shallow (depth unknown) flat-topped ridge projecting into the eastern side of the lake, part of which would extend above the water-level to form a small island.</p> <p>Based on this information, when applying the upper limit of these ranges, the lake will not be fully charged until 2049. While it is not clear if the lake could be accessed in some form earlier than this, it is assumed to be possible.</p> <p>In relation to the water quality and filling rate of the lake, much hinges on the veracity of the two investigations undertaken by Nolan ITU in 2002 and 2005.</p> <p>The 2005 water quality investigation raises issues regarding: the possibility of elevated zinc and arsenic levels (the report recommends more detailed modelling is required and ABCL representatives question the relevance of the water quality benchmarks used); increasingly concentrated salinity levels in the lake; potentially toxic (with a low long-term risk) algal blooms whilst the lake fills; and potential for the lake to stratify seasonally.</p> | <p>The multi-agency coordination/working group might coordinate further investigations and address issues such as (not necessarily in order):</p> <ul style="list-style-type: none"> • pedestrian and cycling linkages • biodiversity and ecological enhancement • the Moorabool River and the diversion channel and potential for partial supplementation of the Quarry lake with peak flows • groundwater recovery rates and lake water quality • associated open space and lake infrastructure • management options for open space and lake • development of a Lake Management Plan • management funding models • assets and land ownership • boundary interaction issues between quarry and open spaces • boundary interactions between urban development and open spaces, quarry and lake. • phasing of a works program and alignment with quarry operations and rehabilitation. |

Continued over page...



| Issue | Findings / Comments | Further Work |
|---|---|--------------|
| | <p>Other matters worth noting in relation to the 2005 water quality investigation: the modelling period used is between 2001–2031; phosphorus load was not explicitly addressed; nitrogen modelling is to be used as an “approximate guide”, water temperature was not addressed; and the report suggests the need for further more detailed modelling in some areas. These investigations did not contemplate an urbanised land use setting and the potential for high levels of aquatic recreation – for example the report states it assumed there would be no “toilet block”.</p> <p>Despite a level of conjecture resulting from the 2005 water quality investigation, technical experts representing ABCL advise that the BQ lake’s water quality appears likely to be good because of the nature of the quarry rock geology as neutral limestone with low metal concentrations.</p> <p>To an extent, water quality and the impact this may have on the recreational use of the Lake, can be managed through the preparation and implementation of a Lake Management Plan that includes water quality and biological monitoring and risk management procedures.</p> <p>If the FIA is selected as a growth area it is strongly recommended that:</p> <ul style="list-style-type: none"> • an exhaustive and independent water quality investigation is undertaken as part of any revision to the RP to inform the nature of lake use and management practices. • the 2002 groundwater recovery investigation is independently peer reviewed. Ideally the investigation should be repeated, as part of any revision to the RP, by independent technical experts using current modelling inputs and timelines. | |
| Could the Quarry be used for anything else other than a lake? | As the BQ is approximately minus 30m AHD, any alternative land use to that of a lake will require perpetual dewatering of groundwater. This would impact surrounding groundwater reserves and seems to be an inefficient, energy-intensive solution. Similar quarries around the world are usually transformed into a lake by ceasing the dewatering program. | Nil |

| Issue | Findings / Comments | Further Work |
|---|--|--------------|
| In what ways could the Moorabool River interact with the quarry/lake? | <p>A prominent feature within the FIA is the Moorabool River, which winds through the FIA for roughly 8 kms from Batesford in the north-west to Fyansford in the south-east. The Moorabool River is considered one of the most flow stressed rivers in Victoria due largely to its upstream flows being committed to various urban and agricultural land uses.</p> <p>As a result of limestone extraction at BQ, a 4km stretch of the Moorabool River has been diverted twice up to a kilometre from its original course and concrete-lined. The first diversion to the north of the quarry was undertaken in the 1920s and the second diversion to the north-east was completed in 1990. A section of the old Moorabool River to the east of the quarry was retained (although not connected) to protect aboriginal archaeological sites and stands of eucalypts which have since died due to inundation.</p> <p>Dewatering of the quarry has resulted in a lowering of the water table to around -30m AHD and an extensive cone of depression which extends to the south, north and east. Experts have concluded that the Moorabool River is a significant source of inflow to the quarry through the river bed. The recovery of groundwater levels would improve the flow regime in the Moorabool River and the diversion channel and return it to a more natural pattern.</p> <p>Under the current RP, the Moorabool River and the lake remain separate in terms of surface water connections. Under a development scenario, there is an opportunity to consider a partial integration of the Moorabool River and the quarry/lake. This could be accomplished by directing excess flows from the Moorabool River into the quarry/ lake during periods of seasonal peak flows and floods, with the outflow being through the old Moorabool River course. While this proposal has not been investigated to determine if it is practicable or the impacts on water quality and the environment especially down stream, it does appear theoretically possible and may have advantages:</p> <ul style="list-style-type: none"> • speeding up of filling the lake • periodic freshening of the lake and reduction of salinity levels • turning over the lake water and reducing the likelihood of stratification and algal blooms • delivering intermittent flows into the old Moorabool River to the east of the quarry/lake and therefore improving environmental values • continuing flows through the diversion channel to maintain established environmental values • potentially reducing down stream impacts of flooding. | Nil |



| Issue | Findings / Implications | Further Work |
|--|---|--------------|
| What could the lake be used for and how may the lake be managed? | <p>Irrespective of whether this FIA is ultimately developed, a lake will be formed after limestone extraction ceases. The question is could the lake be successfully incorporated into an urban land use setting and provide an accessible community asset?</p> <p>Under a development scenario, there is an opportunity to transform the lake into a potentially regional community recreational asset which is integrated into wider natural open spaces including a Moorabool River wildlife/conservation corridor that connects Batesford to the Barwon River. There is an associated opportunity to create parkland and commercial facilities adjacent to the lake.</p> <p>The ultimate water quality of the lake and a Lake Management Plan including ongoing water quality and biological monitoring will determine the nature and scale of recreational use. It is quite possible that the lake may support aquatic sporting events and activities (e.g. sailing, rowing) and aquatic recreation such as boat hire, swimming and related activities. Based on the information provided for this analysis, although not clearly stated, it appears the lake water quality would be too saline to support fish. A comprehensive and independent water quality investigation, building on the Nolan ITU 2005 report, will increase the confidence in the predicting the types of activities the lake might support.</p> <p>The management (including funding) model and land title arrangement for the lake should be considered in the context of management and ownership of all the integrated open space components if this FIA is developed. Management of the open spaces and lake would require substantial resources and funding and would be a considerable impost on the responsible organisation. Management options for of the open spaces and lake include private land management providers, Parks Victoria, City of Greater Geelong, State Government, Committees of Management, Water Authorities, or Catchment Management Authorities. Management may include the maintenance of various commercial land tenures (for example licenses and leases).</p> | |

➤ UNDER A DEVELOPMENT SCENARIO, THERE IS AN OPPORTUNITY TO TRANSFORM THE LAKE INTO A POTENTIALLY REGIONAL COMMUNITY RECREATIONAL ASSET WHICH IS INTEGRATED INTO WIDER NATURAL OPEN SPACES

| Item | Item Description | Further work |
|------------------------|---|--------------|
| Open space integration | <p>The FIA includes considerable potential for the creation of open spaces focused around the Cowies Creek (including tributaries) Corridor, Dog Rocks Flora and Fauna Sanctuary, the Batesford Quarry, the Moorabool River corridor, and the Barwon River Corridor. The development potential of most of this land set aside for open space is limited by the natural features, flood risk, environmental and cultural heritage values, land stability and previous disturbance from extractive industry.</p> <p>The FIA presents an opportunity to create an integrated and physically connected open space corridor which roughly follows the Moorabool River from Batesford to the Barwon River and incorporates the Batesford Quarry lake and its associated potential recreational and commercial opportunities. This Moorabool River open space corridor would need to be managed for its conservation and passive recreation values.</p> <p>An opportunity exists to coordinate open space planning and design with that of the Fyansford Green residential development to ensure there is a seamless conservation corridor and linkage along the entire route of the Moorabool from Batesford bridge to the Barwon River.</p> <p>The creation of such an asset especially the integration of the Batesford Quarry Lake into the concept will involve a high degree of complexity, funds and coordination across a range of state government agencies, land owners, local government and community groups.</p> <p>The integration of the quarry with the wider open space corridor, including public safety, security and impact on amenity, may need to be approached according to sequential stages of the quarry's life – i.e. 1) as a working quarry, 2) a filling lake, and 3) a full lake and long-term asset.</p> <p>The unique open space and recreational opportunity together with the environmental benefits associated with developing the FIA could potentially be regionally significant. However the considerable complexities of the various land issues and the need for coordination in planning, delivery and management phases brings considerable risk and cost associated with the proposal and this should be weighed up against the benefits.</p> | |

Comparative analysis and discussion

Similar to Biodiversity, the two FIAs are contrasting in terms of open space opportunities. While the Northern FIA does not possess the natural features that are found within the Western FIA or the ability to link with other conservation areas or open space networks, there is nevertheless potential to create a significant network of natural open spaces of grassland conservation areas within the FIA that would provide habitats for threatened native flora and fauna and passive recreational opportunities.

The opportunity to deliver regionally significant, accessible, connected and unique natural open spaces and conservation corridors is a defining characteristic for the Western FIA. Additionally and importantly, the Western FIA would necessitate the restoration of the stressed Moorabool River including the aquatic and riparian habitats. This FIA provides an opportunity to re-use and transform land which has been significantly disturbed and altered through mineral extraction into a community asset.

In terms of open space, the outcomes and community benefit derived from developing the Western FIA would surpass those of the Northern FIA. However the complexity and ensuing risk/cost associated with the planning and delivering the open space component, particularly the integration of the Batesford Quarry must be kept in mind.



4.2.7 Fire

Engagement and relevant sources of information

| Document ID | Document Title |
|--|--|
| • DPCD Practice Note 65: <i>Local planning for bushfire protection</i> , November 2011 | • DPCD, Practice Note 65: <i>Local planning for bushfire protection</i> , November 2011 |
| • DPCD, <i>Regional Bushfire Planning Assessment, Barwon South-West region</i> , April 2012 | • DPCD, <i>Regional Bushfire Planning Assessment, Barwon South-West region</i> , April 2012 |
| • DPCD, Advisory Note 46: <i>Bushfire Management Overlay – mapping methodology and criteria</i> , January 2013 | • DPCD, Advisory Note 46: <i>Bushfire Management Overlay – mapping methodology and criteria</i> , January 2013 |

The Regional Bushfire Planning Assessment (RBPA) formed part of the state government's response to Recommendation 38 of the Victorian Bushfire Royal Commission in respect to regional settlement policy in Victoria:

The RBPA provides extra information about areas (referred to in this document as 'identified areas') where a range of land use planning matters intersect with a bushfire hazard to influence the level of risk to life and property from bushfire. This information should be addressed as part of strategic land use and settlement planning at the regional, municipal and local levels.

It provides a basis to initiate further detailed analysis as part of other planning processes such as settlement planning and preparing planning scheme amendments.

The RBPA is not a statutory planning provision and does not directly translate into planning schemes. However, it complements planning scheme provisions such as the Bushfire Management Overlay (BMO) by providing spatial and qualitative information from a variety of sources which together can inform considerations about where bushfire should be assessed early in the strategic planning process.

| NORTHERN FIA | | |
|--|---|--|
| Issue | Treatment / Response | Further Work |
| <p>Map1 to the Regional Bushfire Management Assessment (Greater Geelong Municipal Map) shows the nearest 'identified areas' as Identified Area Code 27-004 and Identified Area Code 27-005 (Lara). These are respectively described as:</p> <p><i>"Grasslands are a known bushfire hazard in the areas around the You Yangs Regional Park, Serendip Sanctuary and the north-eastern Lara settlement boundary.";</i> and</p> <p><i>"Northern boundary of Lara interfaces with Serendip Sanctuary and associated bushfire hazard."</i></p> | <p>The Identified Areas are both located East of Bacchus Marsh Road, beyond the notional FIA boundary around Lara and the lower slopes of the You Yangs.</p> <p>No known bushfire risk which directly affects the FIA has been identified at a regional level within the relevant RBPA.</p> | <p>Minister's Direction No. 11 – <i>Strategic assessment of amendments</i> requires a planning authority to evaluate and discuss how an amendment addresses bushfire risk.</p> <p>Further detailed assessment is required to determine whether bushfire hazards exist.</p> |
| WESTERN FIA | | |
| Issue | Treatment / Response | Further Work |
| <p>Map1 to the Regional Bushfire Management Assessment (Greater Geelong Municipal Map) shows the nearest 'identified area' as Identified Area Code 27-008 (Fyansford). This is described as being:</p> <p><i>"Area of Fyansford south of the Barwon River interfaces with bushfire hazard associated with riparian vegetation corridor in proximity to golf course and Billabong Wildlife Park."</i></p> | <p>The Identified Area is located beyond the notional FIA boundary East of Geelong Ring Road and South of the Barwon River.</p> <p>No known bushfire risk which directly affects the Western FIA has been identified at a regional level within the relevant RBPA.</p> | <p>Minister's Direction No. 11 considerations as above.</p> <p>Further detailed assessment is required to determine whether bushfire hazards exist.</p> |
| <p>Discussion within the Biodiversity Section identified need to provide ongoing protection of Dog Rocks Flora and Fauna Sanctuary (including the Honey Woodland), refer Map 7.</p> | <p>Retention of these vegetated areas may require further assessment as to risk of wildfire towards the North West of the FIA.</p> | <p>As above</p> |

Comparative analysis and discussion

Both FIAs appear to represent relatively low bushfire hazard levels given the historic clearing of the majority of the land for grazing purposes, residential development or to permit extraction of earth resources. Areas of environmental sensitivity towards the north west of the Western FIA may require further assessment to determine whether interface with a potential future growth area may have implications for increased bushfire risk.

Bushfire risk is not considered to be a significant impediment to potential future development of either FIA.



4.3 PLANNING CONSIDERATIONS

4.3.1 Cultural Heritage

Engagement and relevant sources of information

| Initiative ID | Initiative Title |
|--|--|
| <ul style="list-style-type: none">• <i>Aboriginal Heritage Act 2006</i>• <i>Aboriginal Heritage Regulations 2007</i>• GeoVic: www.dpi.vic.gov.au/earth-resources/exploration-and-mining/tools-and-resorces/geovic• Greater Geelong Planning Scheme• National Trust Register• Victorian Heritage Register (VHR) | <ul style="list-style-type: none">• <i>Aboriginal Heritage Act 2006</i>• <i>Aboriginal Heritage Regulations 2007</i>• GeoVic: www.dpi.vic.gov.au/earth-resources/exploration-and-mining/tools-and-resorces/geovic• Golder Associates, <i>Archaeological Review</i>, Batesford South, 19 October 2010• Golder Associates, <i>Strategic Planning and Land Use Assessment</i>, 9 November 2010• Greater Geelong Planning Scheme• Victorian Heritage Register (VHR) |

| NORTHERN FIA | | |
|--|---|--|
| Issue | Proponent's Response | Findings/Find |
| <p>Pre-Contact (Aboriginal) Heritage</p> <p>A single registered Aboriginal Heritage Place (which is also defined as an area of Cultural Heritage Sensitivity under the <i>Aboriginal Heritage Regulations 2007</i>) is located south of Elcho Road (No. 350 Elcho Road), refer Map 10.</p> | <p>The <i>Aboriginal Heritage Act 2006</i> and accompanying <i>Aboriginal Heritage Regulations 2007</i> specify the circumstances whereby a mandatory Cultural Heritage Management Plan (CHMP) is required.</p> <p>Any High Impact Activity proposed within proximity of this site will likely trigger a CHMP prior to development occurring.</p> | <p>Confirm no additional Aboriginal Heritage Places have been identified beyond those existing as at the date of this study.</p> <p>Once area(s) of sensitivity have been confirmed, master planning should seek to avoid harm to any recognised locations of Aboriginal cultural heritage. The <i>Aboriginal Heritage Act 2006</i> continues to apply protection to any Aboriginal heritage place irrespective of whether such locations are mapped as being within an area of Cultural Heritage Sensitivity under the Regulations.</p> <p>On this basis, it may be prudent to undertake a CHMP or similar to determine all such considerations.</p> <p>Future master planning should avoid harm to any recognised assets. This may be achieved by locating them within areas which will not be subject to significant ground disturbance through provision of underground services or buildings and works.</p> |
| <p>Post-Contact (European) Heritage</p> <p>A single Heritage Overlay (HO) is located within the Northern FIA HO16 is located at No. 605 Bacchus Marsh Road, Lara towards the NE area of the FIA, refer Map 10. This site is also listed on the Victorian Heritage Register under the <i>Heritage Act 1995</i> (VHR Ref No. H0283) and is also included on the National Trust Register (File No. B1277). It also has an 'A' listing under the Greater Geelong Planning Scheme (Planning Scheme) in recognition of it being of state significance.</p> | <p>Development surrounding HO16 will need to acknowledge and respond to its heritage significance.</p> | <p>City of Greater Geelong's <i>Lara Heritage Review</i>, Part 2 may identify additional sites of potential significance. This has not yet been the subject of a Planning Scheme Amendment.</p> <p>A Historical Heritage Assessment may be required to ascertain whether any further sites of European heritage significance exist within the study area.</p> <p>Future development and use must not only protect the significance of any heritage place, but adjacent land uses should also be sympathetic to the setting within which HO16 or any other identified heritage place are located.</p> |



| WESTERN PT | | |
|--|---|---|
| Issues | Treatment / Response | Further Study |
| <p>Pre-Contact (Aboriginal) Heritage</p> <p>Areas within 200 metres of a Waterway (as defined in the <i>Aboriginal Heritage Regulations</i> 2007) are included within areas of Cultural Heritage Sensitivity. Accordingly, land on either side of Cowies Creek and the Moorabool and Barwon Rivers is mapped as such. Additionally, some 26 registered Aboriginal Heritage Places are located within the study area, the latter of which are generally confined to areas along the Moorabool River environs, refer Map 11.</p> | <p>Any High Impact Activity proposed within proximity of this site will likely trigger a CHMP prior to development occurring.</p> | <p>Confirmation that no additional Aboriginal Heritage Places have been identified beyond those existing as at the date of this study.</p> <p>Once areas of sensitivity have been confirmed, master planning should seek to avoid harm to any recognised locations of aboriginal cultural heritage. On this basis, a CHMP or similar should be prepared to determine all such considerations.</p> <p>Future master planning should avoid harm to any recognised assets. This may be achieved by protecting heritage by locating them within areas which will not be subject to significant ground disturbance through provision of underground services or buildings and works.</p> |

» FUTURE MASTER PLANNING SHOULD AVOID HARM TO ANY RECOGNISED ASSETS. THIS MAY BE ACHIEVED BY PROTECTING HERITAGE BY LOCATING THEM WITHIN AREAS WHICH WILL NOT BE SUBJECT TO SIGNIFICANT GROUND DISTURBANCE THROUGH PROVISION OF UNDERGROUND SERVICES OR BUILDINGS AND WORKS

| Item | Planning Scheme | Further Action |
|---|---|---|
| <p>Post-Contact (European) Heritage</p> <p>Multiple HO's are located within the FIA, refer Map 11:</p> <p>HO35: Bridge over Moorabool River, Midland Highway, Batesford. Victorian Heritage Register Ref No. 1115</p> <p>HO39: "Innisfail", house, 45 Cross Street, Batesford</p> <p>HO42: "Lynnburn", homestead and outbuildings, 540-610 Ballarat Road, Batesford</p> <p>HO43: Batesford Presbyterian Church, 35 Cross Street, Batesford</p> <p>HO44: Travellers Rest Inn (former), 750 Midland Highway, Batesford. Victorian Heritage Register Ref No. 846</p> <p>HO45: Bucyrus Railroad Steam Shovel, Batesford Quarry, Batesford. Victorian Heritage Register Ref. No. H1918. This heritage item is has been removed.</p> <p>HO46: Batesford School (original 1877 building), 25 Old Ballarat Road, Batesford</p> <p>HO89: "Frogmore" residence and outbuildings, 425-465 Hamilton Highway, Fyansford. Victorian Heritage Register Ref. No. H696</p> <p>HO370: Greenstones Axe Quarry, located off Dog Rocks Road, Batesford</p> <p>HO1735: "Petriwil" residence, 75 Clarkes Road, Fyansford</p> <p>HO1736: Former Junction/Keens Hotel ruins, 5-55 Fyansford-Gheringhap Road, Fyansford</p> <p>HO1738: "Condle" residence, 370 Hamilton Highway, Fyansford. Tree controls also apply.</p> <p>HO1739: Tulchan Ruins, 335-415 Hamilton Highway, Fyansford</p> <p>HO1740: Former Geelong Cement Transport System (former railway and limestone belt conveyor), 50 Hyland Street, Fyansford. This heritage item has approval for partial demolition adjacent to Fyansford quarry and Barwon River and as part of amendment C49.</p> | <p>Development surrounding any of the heritage places listed within the Planning Scheme will need to acknowledge and respond to the significance of the heritage place.</p> <p>Several of those places covered at the local level with a HO within the Planning Scheme are also listed on the Victorian Heritage Register offering an additional level of control under the <i>Heritage Act 1995</i>.</p> | <p>Council's <i>Outer Areas Heritage Study</i> has identified additional sites of potential significance. This has not yet been the subject of a Planning Scheme Amendment.</p> <p>A Historical Heritage Assessment (or similar) should be undertaken to ascertain whether any further sites of European heritage significance exist within the study area.</p> <p>Future development and use must protect the significance of any heritage place.</p> <p>Heritage places should be clearly identified and considered as part of a future Precinct Structure Plan / Development Plan exercise.</p> <p>Where appropriate, places of European heritage significance may be considered suitable for adaptive re-use.</p> |

Comparative analysis and discussion

The Northern FIA contains relatively few areas of pre-European (Aboriginal) and post-European cultural heritage. Those present are largely confined to the north east of the investigation area within the vicinity of Staceys Road and Bacchus Marsh Road. The Western FIA contains a significant number of mapped areas of cultural heritage sensitivity, generally occurring along the waterways. A number of post-contact sites of European heritage have also been identified, with most of these are concentrated around Batesford, either side of the Hamilton Highway and in association with limestone quarrying and transportation of excavated materials.

The presence of pre-European or post-European heritage will not preclude development of either FIA, however areas of recognised heritage significance should be protected from harm associated with physical works, including through a change of land use.



4.3.2 View Sheds and Landscapes

Engagement and relevant sources of information

| Northern FIA | Western FIA |
|--|---|
| <ul style="list-style-type: none"> Lovely Banks Management Pty Ltd, <i>Lovely Banks – Northern Geelong: Strategic Overview and Development Concept</i>, July 2008 | <ul style="list-style-type: none"> Golder Associates, <i>Strategic Planning and Land Use Assessment</i>, 9 November 2010 |

| NORTHERN FIA | | |
|--|---|--|
| Issue | Management Response | Further Work |
| <p>The relatively high elevation of the FIA (refer to Topography Section) offers a selection of views to the You Yangs Regional Park in the north, the township of Lara in the north-east and Geelong and Corio Bay to the south-east. This supports capability to deliver a variety of interesting and unique visual opportunities and amenity for land users.</p> <p>The development of the FIA would result in a visual impact of the ridgeline to the north of Geelong, visible from many areas of the city.</p> | <p>Manage structure locations on prominent locations.</p> <p>Use planning controls to minimise landscape impacts.</p> | <p>Master planning to have regard to topographical advantages offered by elevation of parts of the FIA.</p> <p>Development should also protect views into the FIA by limiting development that may be visually prominent within the broader landscape (for example the potential to silhouette above the ridgeline).</p> |

| WESTERN FIA | | |
|--|---|---|
| Issue | Management Response | Further Work |
| <p>An attribute of the FIA is a diversity of natural and artificial landscape features (including river valleys, lakes, vegetated areas, undulating hills, escarpments and artificially built-up landforms) together with multiple aspects and elevations. This supports capability to deliver a variety of interesting and unique visual opportunities and amenity for land users.</p> <p>Presently residents living along the ridgeline immediately to the east of the Geelong Ring Road in Hamlyn Heights (including Graylea Avenue, Katoomba Court, Dunwinnie Court) enjoy unencumbered 180o degree views of farmland looking west to Fyansford and Batesford. The development of the FIA would result in these views being significantly altered.</p> | <p>Manage structure locations on prominent locations.</p> <p>Use planning controls to minimise landscape impacts.</p> | <p>Undertake a broad assessment of the potential for impact upon existing views currently available from urban areas within Geelong and take appropriate account of assessment in site master planning.</p> |

Comparative analysis and discussion

Both FIAs are capable of delivering attractive views for residents in the area, however, the richness of landscapes and interesting visual experiences offered within the Western FIA could potentially create an asset for the wider Geelong. The Moorabool River Valley would provide landscape character to contribute to setting a 'sense of place' or identity.

The development of either FIA would alter existing viewsheds in some way and on differing scales. In the case of developing the Northern FIA, current views of the northern ridgeline would be impacted. For the Western FIA, views of the Fyansford/Batesford area from Hamlyn Heights would be impacted. It is suggested that the impact on the northern ridgeline would not be as acutely felt compared to the impact on views felt by residents in Hamlyn Heights but this opinion is not supported by any empirical evidence. These impacts could be considered and ameliorated in some part by urban design and planning processes.

4.3.3 Current Zoning and Land Use

Engagement and relevant sources of information

| Geelong FIA | Western FIA |
|---|--|
| <ul style="list-style-type: none"> Greater Geelong Planning Scheme Planning Scheme Amendments Online DPI, <i>Victorian Code for Broiler Farms 2009</i> Advice from Capital Works Program, Department of Justice | <ul style="list-style-type: none"> Greater Geelong Planning Scheme Planning Scheme Amendments Online |

| SOUTHERN FIA | | |
|--|---|---|
| Topic | Treatment/Response | Further Work |
| <p>Zones within FIA Boundary</p> <p>The FIA is comprised exclusively of land within a Farming Zone under the Planning Scheme (Map No's 17 & 25), refer Map 12.</p> <p>The land is located within the <i>Northern Rural Area</i> (as defined by Diagram 1 to the Schedule to the Farming Zone titled: 'Farming Zone Minimum Subdivision Area Map' and has a minimum lot size of 80 Hectares and need for a permit for a dwelling on a lot less than 80 Hectares.</p> <p>The northern area comprises land which has largely been cleared and used for mixed dryland farming (grazing and cropping).</p> | <p>The purpose of the Farming Zone (chiefly to provide for the use of land for agriculture) is inconsistent with the range of land use activities that are to be expected within a long term urban growth area.</p> <p>The current zoning may remain as an interim measure, limiting subdivision and development opportunities which may be incompatible with the long term vision for delivery of a future urban growth area.</p> <p>Ultimately, a revised suite of Planning Scheme Zones, Overlays and supporting Local Policy will be required to transform a FIA into a future urban growth node.</p> | <p>Investigate applying an Urban Growth Zone (UGZ) supported by a high level Growth Area Framework Plan and accompanying planning policy if identified as a growth area.</p> <p>More detailed zones and overlays would be determined as part of future Precinct Structure Plan process consistent with an overarching Growth Area Framework Plan.</p> |
| <p>Adjoining Road Zones</p> <p>Bacchus Marsh Road (forming the eastern boundary) is a Road Zone – Category 1 (RDZ1).</p> <p>These declared main roads are managed by VicRoads.</p> | <p>Provision of an appropriate edge treatment to Bacchus Marsh Road leading into the FIA would be required.</p> | <p>Sensitive treatment of future access from Bacchus Marsh Road will require further investigation and consultation with VicRoads as Road Management Authority.</p> |



| Zone | Transition / Outcome | Further work |
|---|---|--|
| Rural Living Zone (RLZ)

The majority of land to the east and south of the FIA abuts land within a RLZ. Despite the majority of this area having been developed for rural residential purposes, land immediately beyond the notional FIA boundary may come under increased pressure to be rezoned. | Existing rural residential land may provide a buffer / transition to the existing urban areas to the south east, including the Geelong Ring Road and GREP (Industrial 2 Zoned land) to the east.

This interface with the rural residential land along Bacchus Marsh Road may require a transition to larger lot sizes beyond the GREP buffer or the possible rezoning this land to an appropriate industrial zone to provide for expansion of the GREP as a major employment node. | Transition issues will need to be considered as part a PSP process and following consultation with that community. |

➤ EXISTING RURAL RESIDENTIAL LAND MAY PROVIDE A BUFFER / TRANSITION TO THE EXISTING URBAN AREAS TO THE SOUTH EAST, INCLUDING THE GEELONG RING ROAD AND GREP (INDUSTRIAL 2 ZONED LAND) TO THE EAST

| Location | Proponent / End User | Partners / Stakeholders |
|---|---|---|
| <p>Farming Zone (FZ)</p> <p>All land to the west and north of the FIA (with the exception of the area immediately adjacent the North West corner) is within a FZ.</p> <p>Broiler Farm</p> <p>A Broiler farm is located west of the FIA boundary (950–1030 Ballan Road, Lovely Banks). A 2007 Permit allowed an additional shed to bring total farm capacity up to 213,400 birds. At the time the broiler farm was expanded, the farm was classified as a 'Class C' Farm under the Victorian Code for Broiler Farms 2001 (now superseded) based upon a boundary buffer distance of less than 220 metres. At that time, Class C Farms were unable to further expand unless superior technology was used to control broiler shed odour. The permit required an Environmental Risk Assessment (ERA) prior to development.</p> <p>The Victorian Code for Broiler Farms 2009 replaces the 2001 Code and provides that:</p> <p>"Where there is no intention to expand the operation, broiler farms that were lawfully established before the Code was introduced may continue to operate in conformity with their previous lawful operations. These rights are referred to as 'existing use rights'. However, if a broiler farm is seeking approval to expand, both the existing farm and the new development must comply with the Code that is the incorporated document at the time of the planning permit application."</p> <p>Under the revised Code, it is unlikely that the farm may expand beyond its current capacity.</p> <p>The farm is located over 2,000 metres from the FIA notional boundary.</p> <p>Shooting Range</p> <p>A Minor Sports and Recreation Facility (Geelong Rifle Club – Shooting Range) is located north of the FIA boundary (935, 965 & 975 Bacchus Marsh Road, Lara). A 2001 Permit allowed this use to operate on Saturdays (only) between 9AM and 6PM.</p> <p>The shooting range is located over 1,100 metres from the FIA notional boundary.</p> | <p>Broiler Farm</p> <p>The Victorian Code for Broiler Farms Strategic and Land Use Planning Considerations" provides guidance on land use planning considerations for expanded broiler farms, farm upgrades and for the development of new sensitive uses close to existing broiler farms, including land rezoning and subdivision:</p> <p><i>"In the case of rezoning or subdivision of land for residential purposes, the proximity of this type of development near existing broiler farms has greater implications for amenity risks as they allow significantly increased residential development. For this reason the responsible authority must carefully consider the potential impact of, and in general not support:</i></p> <ul style="list-style-type: none"> <i>establishing a residential zone, Rural Living Zone or other urban zone within the setback or separation distances of an existing or approved broiler farm</i> <i>enabling the subdivision of land for residential or rural living purposes within the setback or separation distances of an existing or approved broiler farm.</i> <p><i>In principle, encroachment of sensitive uses into the required separation distance or identified odour impact area should only be allowed if:</i></p> <ul style="list-style-type: none"> <i>there are sound planning reasons for the distance to be varied</i> <i>the impact of the broiler farm on the potential sensitive use will be no greater than if the separation distance is maintained</i> <i>a risk assessment (including odour modelling) is conducted that shows there is minimal risk of sensitive uses being exposed to offensive odour."</i> <p>Shooting Range</p> <p>The Geelong Rifle Club is located immediately north of the LEMMP (refer discussions below). The LEMMP requires a minimum threshold distance of 1,000 metres to be maintained. Application of this threshold distance for the LEMMP will provide a suitable buffer to the limited operations of the Shooting Range.</p> <p>Both activities limit the extent of the FIA.</p> | <p>Growth area planning must have proper regard to future amenity issues associated with nuisance (particularly odour and dust) from any existing Intensive Animal Husbandry uses, including Broiler Farms. Rezoning and subdivision should not occur where this may compromise the operation or expansion of an existing use.</p> <p>A transition from the core of the growth area to the FZ may be achieved by graduation in lot sizes (smaller towards the core transitioning to larger lot sizes towards periphery), or by providing hard edge treatment by using perimeter roads for internal access into growth area.</p> |



| Issue | Planning Scheme | Further Action |
|--|---|---|
| <p>Special Use Zone – Schedule 9 (SUZ9: Correctional Programs Centre at Lara)</p> <p>Land to the north (1140 Bacchus Marsh Road / 60 Peak School Road) contains both HM Prison Barwon and Marngoneet Correctional Facilities.</p> <p>The correctional centres are located over 2,300 metres from the FIA notional boundary.</p> | <p>The Department of Justice has confirmed there is no requirement for application of a buffer / separation distance beyond the Correctional Facilities.</p> <p>All such buffers are contained wholly within the property boundaries upon which the Correctional Facilities are located.</p> | <p>It is anticipated that the operations will further expand. Ideally urban areas would maintain a level of separation or buffer to minimise impacts associated with prison operations including potential amenity impacts of noise and light spill.</p> |
| <p>Special Use Zone – Schedule 12 (SUZ12: Lara Energetic Materials Manufacturing Plant)</p> <p>Abutting land to the north west (230 Staceys Road) contains the Lara Energetic Materials Manufacturing Plant (LEMMP), refer Map 12. The LEMMP was established on site in 1997 following issue of Planning Permit C247/94 and has since operated continuously producing air launched countermeasures.</p> <p>The use is defined in the Planning Scheme as an “Industry”. The use is also listed in Clause 52.10 of the Greater Geelong Planning Scheme as a use with adverse amenity potential, with “Ammunitions, explosives and fireworks production” operations requiring a threshold distance of 1,000 square metres. An assessment of risk to the safety of people located off the land may also be required.</p> | <p>Given the nature of materials manufactured on site and applying the threshold distances to the existing facility, future land uses within (and potentially extending beyond) a minimum 1,000 metres threshold distance as measured from any part of the land, refer Map 12, should be applied.</p> <p>This may constrain the extent of the notional FIA boundary and/or limit the types of future land use activities appropriate within this threshold distance.</p> | <p>Further assessment will be required under Clause 52.10 of the Planning Scheme to determine whether a threshold distance of >1,000 metres is required to ensure risks to persons within proximity of the LEMMP can be appropriately managed. This may require FIA boundary adjustment or particular land use and development responses in the north west of the FIA.</p> |
| <p>Industrial 1 and 2 zones</p> <p>The FIA is located nearby to the GREP a major employment node and which is zoned Industrial 1 and Industrial 2 and comprises a number of major industries requiring threshold distance buffers</p> | <p>The GREP contained regionally significant Industrial 2 zoned land, critical for providing a range of heavier industrial uses requiring substantial buffers from sensitive uses. The Lara Structure Plan provides for a 1km buffer for the GREP to protect its major industrial operations and employment role. This buffer extends into the RLZ areas adjoin the FIA's eastern edge. It is critical that this buffer be preserved and sensitive uses do not establish with the buffer.</p> | <p>Protection of GREP buffer.</p> <p>Consider the interface between the FIA and GREP as part of the development of any future PSP.</p> |

| WESTERN FIA | | |
|---|--|--|
| Issues | Treatment / Response | Further Steps |
| <p>Zones within FIA Boundary</p> <p>The FIA is comprised of land held under a disparate array of Zones under the Greater Geelong Planning Scheme (Map No's. 24, 25, 31, 32, 36, 46 & 47), refer Map 13:</p> <p>Residential Zones</p> <ul style="list-style-type: none"> • Township Zone (TZ) <p>Rural Zones</p> <ul style="list-style-type: none"> • Rural Living Zone (RLZ) • Rural Conservation Zone – Schedule 12 (RCZ12: <i>Conservation Values</i>) • Farming Zone (FZ) <p>Public Use Zones</p> <ul style="list-style-type: none"> • Public Park and Recreation Zone (PPRZ) • Public Conservation and Resource Zone (PCRZ) <p>Special Use Zone</p> <ul style="list-style-type: none"> • Special Use Zone – Schedule 7 (SUZ7: <i>Earth and Energy Resources Industry</i>) <p>The land is primarily located within the <i>Northern Rural Area</i> (80 Hectare minimum lot size), although a small section adjacent the Barwon River is located within the <i>South-west Rural Area</i> (40 Hectare minimum lot size).</p> <p>TZ has been applied to Batesford to recognise the historic settlement pattern which is not currently serviced by reticulated sewer.</p> | <p>The purposes of the various zones applying throughout the FIA are inconsistent with the range of land use activities that are to be expected within a long term urban growth area.</p> <p>Current zoning may remain as an interim measure, enabling existing uses to continue, while limiting subdivision and development opportunities which may be incompatible with the long term vision for delivery of a future urban growth area.</p> <p>Ultimately, a revised suite of Planning Scheme Zones, Overlays and supporting Local Policy will be required to transform a FIA into a future urban growth node.</p> <p>RLZ is limited to several dozen lots north of the Midland Highway, east of Batesford and an area on Avonlea Road to the north east and include a range of private recreational and commercial operations.</p> <p>The SUZ7 has the greatest impact upon medium and longer term change of land use given current Work Authorities (WA3 & WA165) apply to part of the land. Rehabilitation of the quarry once extraction of earth resources has been completed will be a key determinant as to the land form and change of use opportunities – refer Geotechnical Section.</p> <p>RCZ12 towards the north west of the notional FIA boundary applies to Dog Rocks, a confined area of granite rocky outcrop rising above the Moorabool River south of Batesford. It is visually prominent in close and long views and is scientifically notable for its rock form. The zone ensures that the scenic and scientific values of the land are maintained.</p> <p>PPRZ is confined to Myers Reserve (Creamery Road, Bell Post Hill), whilst PCRZ is confined to areas along the Moorabool River (and deviation).</p> | <p>Investigate applying an Urban Growth Zone (UGZ) supported by a high level Growth Area Framework Plan and accompanying planning policy if identified as a growth area.</p> <p>More detailed zones and overlays would be determined as part of future Precinct Structure Plan process consistent with an overarching Growth Area Framework Plan.</p> <p>PSP process to consider how existing recreational and commercial uses along Midland Highway are integrated.</p> |
| <p>Adjoining Road Zones</p> <p>A number of roads traversing / adjoining the study area are located within a Road Zone – Category 1 (RDZ1):</p> <ul style="list-style-type: none"> • Midland Highway; • Hamilton Highway; • Geelong-Ballan Road; • Fyansford-Gheringhap Road; and • Merawarp Road. <p>These declared main roads are managed by VicRoads.</p> | <p>Provision of appropriate edge treatments to arterial roads traversing the study area will be required.</p> <p>Ultimately, Stages 1 & 2 of the Geelong Ring Road (as constructed) bordering the eastern edge of the FIA will also be rezoned to RDZ1.</p> | <p>Connectivity with arterial roads, possible need for service road provision and appropriate landscape treatment will be required.</p> <p>Appropriate interface treatment will be required for land abutting Geelong Ring Road. This may require acoustic assessment.</p> |



| Zone | Treatment / Discussion | Further Action |
|--|--|--|
| <p>Residential Zones (R1Z, R3Z & LDRZ)</p> <p>Land to the east (Bell Post Hill, Hamlyn Heights, Herne Hill and Fyansford) are zoned R1Z/R3Z. These areas are physically separated from the FIA by the Geelong Ring Road. The Batesford / Dog Rocks low density residential areas are located nearby.</p> | <p>Urban Geelong currently extends up to the eastern edge of the Geelong Ring Road. This physical barrier provides opportunity to create a distinct identity for land west of the Ring Road. Maintaining the unique character of both Batesford/Dog Rocks will be important.</p> | <p>Ensure that compatible land zoning/land use is sited adjacent existing residential zoned areas within urban Geelong.</p> <p>Protect the landscape and environmental sensitivity of the low density residential areas within Dog Rocks/ Batesford.</p> |
| <p>Industrial 1 Zone (IN1Z)</p> <p>An isolated IN1Z site is located south of the Hamilton Highway (No. 315–325) adjacent the Geelong Ring Road. This land is currently used for Materials Recycling and a recent Planning Permit has been granted allowing use and development of a concrete batching plant. The permitted use has not yet commenced operation.</p> | <p>Future development adjacent this area should have regard to the IN1Z and proximity to Geelong Ring Road interchange.</p> <p>The materials recycling operation is a use with adverse amenity potential with a variable threshold distance, dependent on the processes used and materials processed or stored. A "Concrete batching plant" requires a fixed threshold distance of 300 metres, refer Map 13.</p> | <p>Further assessment will be required under the Greater Geelong Planning Scheme to determine what threshold distance applies, dependent upon the current use of the IN1Z land at that time, potentially affecting the FIA boundary. Boundary may need to be adjusted and/or low risk land uses activities may be considered necessary to mitigate risk to persons or property towards the south east part of the FIA.</p> |
| <p>Public Land Zones (PUZ4, PPRZ & PCRZ)</p> <p>The northern boundary of the FIA abuts PUZ4 – Transport, being the Geelong-Ballarat railway line. This is currently used only for freight movements, and may require acoustic treatment. Small areas of land adjacent to the FIA are held within PPRZ/PCRZ.</p> | <p>The physical barrier provided by the Geelong-Ballarat railway line logically informs demarcation of the northern boundary of the investigation area. However, interface with this freight movement corridor will require acoustic considerations to identify suitability of any adjacent land use activities.</p> <p>Linkages may be required through the growth area to connect existing land held in public reserves along the watercourse.</p> | <p>Consider need for interface treatment adjacent to the Geelong-Ballarat railway line.</p> <p>Generally, land within 30 metres of a watercourse would be vested with City of Greater Geelong as a Reserve. Application of extended Public Land Zones may be required within the FIA area.</p> |

| Location | Environment Description | Partners Notes |
|---|--|---|
| Rural Living Zone (RLZ)

Land to the north east of the FIA abuts land within a RLZ | Existing rural residential land (Lovely Banks) is located beyond the Geelong-Ballarat railway line to the north east. A smaller area is located to the west (Batesford). | Both Rural Living nodes have been developed and both sites are physically separated from the FIA by watercourses (and railway line in the case of Lovely Banks). Appropriate interface treatment will be required towards the periphery of the FIA. |
| Farming Zone (FZ)

Most of the land to the north and south of the FIA, with the exception of areas around Batesford, are within a FZ.

Existing uses within the FZ include mixed farming enterprises on a range of lots sizes. | The western rural area of the municipality has been recognised within the Greater Geelong Planning Scheme as being important for continued agricultural production and providing a farmed rural landscape. Areas immediately beyond the FIA boundary to the west and south should be retained to provide a non-urban break to land further to the west within Golden Plains Shire and maintain the City's agricultural base. | Growth area planning must have proper regard to future amenity issues associated with the urban/rural interface. |

Comparative analysis and discussion

The Northern FIA has the advantage of being held under a single Zone under the Planning Scheme. Despite this, the purpose of the Farming Zone is contrary to the range of land use activities required within a future growth area. Existing land uses to the north of the FIA will influence the definition of any future growth area boundary. The most significant constraint is the presence of the LEMMP. Applying the precautionary principle, no sensitive land use activities should be facilitated within a minimum 1,000 metre threshold distance (as measured from the boundaries of No. 230 Staceys Road). This may need to be further expanded following a review of the risks to persons being within proximity of this facility. It is noted that the Geelong Gun Club operates from land immediately north of the LEMMP. Correctional Facilities are located further to the north-west along Bacchus Marsh Road and a Broiler Farm to the west on Ballan Road, though neither is expected to require specific adjustments to the FIA boundary. Substantial RLZ bordering the FIA to the east and south may exert pressure to be included within the FIA, however, some of this land provides an appropriate transitional buffer to land within the GREP. Likewise these existing areas provide a buffer to the Geelong Ring Road.

The Western FIA comprises a diverse range of land use zones largely reflective of historic settlement patterns or to provide for extractive industry and associated buffers. Despite this, the current suite of zones is unlikely to be appropriate in the longer term. Areas of environmental sensitivity recognised by application of RCZ12 will need to be protected. Existing industrial land use immediately beyond the south eastern edge of the FIA boundary may require maintenance of a threshold distance to enable its future operation. Other activities which will limit the extent of the FIA include the Geelong-Ballarat railway line, Cowies Creek and the Geelong Ring Road.

External pressures exerted upon the FIAs by the range of surrounding land uses adjacent the notional boundaries, and, in turn, influences that transformation of either investigation area may have upon existing uses beyond the FIA will require that appropriate interface treatments are employed. Investigation of an Urban Growth Zone (UGZ) is therefore recommended to assist this transition from largely rural zoned land to an urban outcome.



4.3.4 Planning Overlays

| NORTHERN FIA | | |
|--|---|--|
| Issue | Treatment / Response | Future Work |
| <p>Environmental Significance Overlay – Schedule 4 (ES04: <i>Grasslands within The Werribee Plains Hinterland</i>)</p> <p>ES04 was applied to large tracts of land within the Planning Scheme under Amendment VC68 to support <i>Delivering Melbourne's Newest Sustainable Communities</i> and designate the Western Grassland Reserves (Natural Temperate Grassland of the Victorian Volcanic Plain) of approximately 15,000 hectares outside the Urban Growth Boundary in the Shire of Melton, Shire of Moorabool, City of Greater Geelong (refer Map 14) and City of Wyndham.</p> | <p>Refer to Biodiversity Section.</p> <p>Use Native Vegetation Precinct Plans to manage native vegetation to identify native vegetation that can be removed, retained and managed based on the conservation significance and land protection role of the vegetation and the broader strategic planning objectives for the precinct.</p> | <p>A broad scale approach to managing native vegetation will be required to inform master planning for the site.</p> <p>Using the methodology outlined in VPP Practice Note 48: <i>Managing native vegetation in the planning system</i>, the incorporation of a Native Vegetation Precinct Plan (NVPP) into the Planning Scheme may be an appropriate mechanism to identify and protect significant vegetation.</p> <p>The FIA is an appropriate candidate for such an approach given the extent of ES04 and ability to integrate findings with a precinct structure plan, coordinate offsets and native vegetation management across multiple parcels.</p> |
| <p>Vegetation Protection Overlay – Schedule 1 (VPO1: <i>Significant Roadsides and Linear Reserves</i>)</p> <p>A section of Bacchus Marsh Road immediately south of the intersection with Staceys Road is included within VPO1, refer Map 14.</p> | <p>Protection of any remnant roadside vegetation within this select area covered by VPO1 is required.</p> | <p>Future traffic and access arrangements from Bacchus Marsh Road in vicinity of Staceys Road must have regard to the significance of any remnant roadside vegetation.</p> |

| WESTERN FIA | | |
|--|---------------------------------------|---|
| Issue | Treatment / Response | Future Work |
| <p>Environmental Significance Overlay – Schedule 1 (ES01: <i>Areas of Flora and Fauna Habitat and of Geological and Natural Interest</i>)</p> <p>ES01 applies to areas adjacent to the Moorabool River, specifically its eastern bank north of the Midland Highway, both banks immediately south of Midland Highway and areas to the east of both the Moorabool River and Deviation Channel extending up to the Geelong Ring Road in the east of the investigation area, refer Map15.</p> <p>Application of ES01 recognises the significance of the habitat and areas of natural or geological interest. Part of ES01 coincides with the zone boundary for RCZ12.</p> | <p>Refer to Biodiversity Section.</p> | <p>Refer to Biodiversity Section.</p> <p>As per discussion on the Northern FIA, the use of a Native Vegetation Precinct Plan (NVPP) may be appropriate given the broad application of ES01 across several large areas within the Western FIA.</p> <p>On this basis (and subject to staging) separate NVPPs may be considered – dealing with discrete precincts within the study area.</p> |

| Overlay | Development Provisions | Partners' Views |
|--|--|---|
| <p>Development Plan Overlay – Schedule 12 (DPO12: <i>Riverlee Land, Herne Hill, North of Former Cement Works</i>)</p> <p>DPO12 was applied to part of the south eastern portion of the FIA in 2008 to facilitate rezoning for residential purposes and ensure that the environmental features of the land are given appropriate rehabilitation and protection in any residential development, refer Map 15. To date, no Development Plan has yet been prepared or approved under DPO12.</p> | <p>The principles enshrined within Schedule 12 to the DPO will need to be considered as part of any change of land use within this part of the FIA.</p> | <p>Refinement of the principles within Schedule 12 to the DPO will be required dependent upon the type of land use deemed suitable within this part of the FIA.</p> |
| <p>Floodway Overlay (FO) /
Land Subject to Inundation Overlay (LSIO)</p> <p>Low lying areas which are subject to flooding and/or inundation have been mapped either within a FO (where risk is high) or a LSIO (where risk is less severe, usually based on a 100-year Average Recurrence Interval) consistent with DPCD Practice Note 12: <i>Applying the flood provisions in planning schemes</i> (Revised November 2012), refer Map 15.</p> <p>In some areas, designation of FO/LSIO land coincides with areas also subject to ESO1. Similarly, some areas of cultural heritage sensitivity are also located within the FO/LSIO.</p> | <p>Unless site conditions change through natural or artificial influences, areas subject to FO/LSIO will constrain development potential and may be considered as 'encumbered' land.</p> <p>There is opportunity to incorporate flood prone land into passive open space corridors, or to provide for ongoing protection of areas of significant habitat and/or cultural heritage.</p> | <p>Development or use of land which may be at risk of inundation should be located beyond FO/LSIO boundaries.</p> <p>Opportunity to include land encumbered by FO/LSIO, together with contiguous areas of ecological or cultural significance within regional and/or local passive open space networks.</p> |
| <p>Public Acquisition Overlay – Schedule 3
(PAO3 – Proposed Road – Category 1)</p> <p>PAO3 was applied to areas reserved for the alignment of the (then) proposed Geelong Ring Road (Stages 1 & 2). Despite construction completion, part of the FIA remains subject to PAO3, refer Map 15.</p> <p>VicRoads have initiated a Planning Scheme Amendment (C248) to delete redundant parts of PAO3 no longer required by the Roads Authority, including areas between: Geelong-Ballarat Railway and Midland Highway, and between Midland Highway and Hamilton Highway.</p> | <p>Until such time as this Overlay has been deleted, small portions of the study area remain effectively quarantined from further development (subject to provisions of the PAO). Portions which have been acquired and completed will be rezoned to that of a Road Zone – Category 1.</p> | <p>VicRoads to finalise Planning Scheme Amendment to delete PAO3 where no longer required.</p> <p>Confirmation that PAO3 has been removed from all land within the Western FIA will be required.</p> |

Comparative analysis and discussion

While both FIAs are subject to a number of Planning Scheme Overlays, aside from the application of ESO4 across the entire Northern FIA, this FIA is less encumbered by overlay controls than the Western FIA. Despite the number of overlays applying to the Western FIA, they are generally located within confined areas that may provide opportunities to protect and enhance existing attributes and create a more diverse living environment.



4.3.5 Municipal boundary issues

| Southern FIA | Western FIA |
|--|--|
| <ul style="list-style-type: none"> Not Applicable | <ul style="list-style-type: none"> Golden Plains Planning Scheme Parson Brinckherhoff, <i>Batesford Structure Plan</i>, 22 November 2001 Parson Brinckherhoff, <i>DRAFT Gheringhap Structure Plan</i>, 29 June 2012 Advice provided by Golden Plains Shire, 20 February 2013 |

| NORTHERN FIA | | |
|---|--|---|
| Issue | Treatment / Response | Further Work |
| <p>The FIA is positioned well within the City of Greater Geelong's Municipal boundary. The nearest neighbouring municipality is Golden Plains Shire, over four kilometres west of the FIA Study Area, refer Map 12.</p> <p>Additional vehicles movements are likely to occur along both Bacchus Marsh Road and Anakie Road (both connecting Greater Geelong with Moorabool Shire).</p> | <p>Aside from transport implication, no identified interface issues which may have implications for any neighbouring Municipality.</p> <p>Additional vehicle movements attributable to the FIA may impinge upon timely delivery of goods along these key road linkages. Appropriate traffic assessment of impacts on the broader transport network will be required.</p> | <p>Traffic Impact Assessments will be required to determine the capacity of the surrounding road network, and the impact upon freight movements. Road Safety Audits will also be required to determine treatments required to mitigate potential for conflicts.</p> |

➤ TRAFFIC IMPACT ASSESSMENTS WILL BE REQUIRED TO DETERMINE THE CAPACITY OF THE SURROUNDING ROAD NETWORK, AND THE IMPACT UPON FREIGHT MOVEMENTS

| WESTERN FIA | | |
|--|---|--|
| Issues | Treatment / Comments | Further Steps |
| <p>The FIA abuts the western edge of the City of Greater Geelong's municipal boundary. The nearest neighbouring Municipality, Golden Plains Shire directly abuts much of the western edge of the FIA (along Friend in Hand Road and Dog Rocks Road), refer Map 13.</p> <p>Consultation with Golden Plains Shire has identified a number of potential issues that the FIA may have upon the adjoining Municipality. These include environmental, economic and social implications.</p> | <p>Selection of suitable zones to regulate future use and development along a boundary shared with a neighbouring municipality should have regard to any future strategies identified for land west of the FIA within Golden Plains Shire.</p> <p>Consideration of additional vehicle movements along Hamilton /Midland Highways will require assessment.</p> | <p>Consultation with Golden Plains Shire to determine potential zone interface issues proximate to the municipal boundary.</p> <p>Consultation with Golden Plains Shire to determine priorities for infrastructure delivery to existing Priority Planned Growth areas, avoiding potential for 'out of sequence' development.</p> <p>Traffic Impact Assessments will be required to determine the capacity of the surrounding road network, and the impact upon freight movements. Road Safety Audits will also be required to determine treatments required to mitigate potential for conflicts.</p> |
| <p>Batesford Structure Plan (2001)</p> <p>Batesford straddles the municipal boundary. Land within City of Greater Geelong covers the established residential township of Batesford, while:</p> <p><i>"the Golden Plains side of Batesford is dominated by rural residential development located within an area generally bound by the Midland Highway, Dog Rocks Road and the Fyansford-Gheringhap Road. This area is located above the floodplain and is situated in a rural setting. It features a high quality rural residential development in an attractive physical environment featuring the Dog Rocks Outcrop."</i></p> | <p>The Batesford Structure Plan defines a hard edge to the urban area of Batesford, beyond which a non-urban break is to be maintained. Recognised strategic issues for future growth covered by the Structure Plan area include preventing ribbon development along the Midland Highway and confining future growth generally to within the township.</p> | <p>No further action required.</p> |

» CONSIDERATION OF ADDITIONAL VEHICLE MOVEMENTS ALONG HAMILTON /MIDLAND HIGHWAYS WILL REQUIRE ASSESSMENT



| Issue | Treatment / Response | Further Action |
|---|--|--|
| <p>Gheringhap Structure Plan (2013)</p> <p>The Gheringhap Structure Plan covers an area focused on the convergence of road and rail infrastructure within Gheringhap, positioned approximately three kilometres north west of the FIA. The Structure Plan Vision seeks:</p> <p><i>"To maintain the rural character and lifestyle of Gheringhap while providing for future business opportunities and community facilities that are appropriately located, sited and designed so as to protect the rural, natural and amenity features of the area."</i></p> <p>The Structure Plan boundary encompasses 16 lots and has an aggregate area of approximately 170Hectares.</p> <p>Golden Plains Shire adopted the Gheringhap Structure Plan in December 2012. A Planning Scheme Amendment is to be commenced in 2013 to give effect to the Structure Plan.</p> | <p>A non-urban Break will be maintained consistent with the Batesford Structure Plan, between the western edge of Batesford and the Gheringhap Structure Plan Area.</p> <p>The FIA is sufficiently removed from Gheringhap so as not to create any potential conflict.</p> <p>Dependent upon the outcome of the Structure Plan process, additional employment opportunities may be available within the Gheringhap area.</p> | <p>Consider impact that Growth Area may have on advanced investigations undertaken by Golden Plains Shire for delivery of employment land at Gheringhap.</p> |

Comparative analysis and discussion

There are no implications for development of the Northern FIA upon an adjoining municipality, other than vehicle movements along existing main roads leading into Moorabool Shire.

The Western FIA directly abuts land within Golden Plains Shire as the municipal boundary at Friend in Hand Road and Dog Rocks Road. Areas immediately beyond the municipal boundary are primarily held within a Farming Zone, however smaller areas are located within Low Density Residential Zone/Rural Living Zone. This will require careful and respectful treatments along the boundary to maintain the rural – rural residential character. It is considered that the FIA should not extend across the municipal boundary.

It is not expected that development of either FIA will have a significant impact upon land within an adjoining municipality, particularly if interfaces are well managed.

4.4 ACCESSIBILITY

4.4.1 Road network proximity (refer Map 16)

Engagement and relevant sources of information

| Geelong FIA | Geelong FIA |
|--|--|
| <p>Conversations with VicRoads</p> <ul style="list-style-type: none"> Lovely Banks Management Pty Ltd, <i>Lovely Banks – Northern Geelong: Strategic Overview and Development Concept</i>, July 2008 Lovely Banks Management Pty Ltd, <i>Lovely Banks: Geelong's Future Northern Urban Growth Area</i>, May 2013 | <ul style="list-style-type: none"> Conversations with VicRoads Batesford South, <i>Summary of Challenges Report for Batesford/Fyansford Further Investigation Area</i>, 5 April 2013 Spiire for Ramsay Property Group, <i>Pre-Feasibility Report on the Potential for Future Residential Development</i>, February 2013 GTA Consultants, <i>Batesford South RLUS Preliminary Transport Impact Feasibility Assessment</i>, October 2010 |

| NORTHERN FIA | | |
|--|--|--|
| Road | Treatment / Response | Further Work |
| Geelong Ring Road forms part of the M1 (Princes Freeway) linking Melbourne with Winchelsea. It provides freeway standard travel. The nearest interchanges are located at both Bacchus Marsh Road and Anakie Road. | Primarily a visual interface with potential for some traffic noise impacts. | Precinct Structure Planning process to consider acoustic issues arising from proximity to the Ring Road |
| Bacchus Marsh Road is a key arterial road between Geelong and Bacchus Marsh forming part of the eastern boundary of the FIA. It provides for an interchange with Geelong Ring Road. It is a declared main road and is under the auspices of VicRoads and carries high traffic volumes and provides for freight movement.

VicRoads advise that the road has significant capacity. | Bacchus Marsh Road, together with Anakie Road provides key linkages from the FIA into Geelong. Land uses abutting Bacchus Marsh Road must be considered in light of factors such as potential need for localised widening/ provision for service roads and importantly providing an appropriate transition to residential development within Lara West. | Traffic Impact Assessments will be required to determine the capacity of the surrounding road network, and the impact upon freight movements. Road Safety Audits will also be required to determine treatments required to mitigate potential for conflicts.

PSP to consider traffic impacts and appropriate interface treatments including landscaping and entry treatments. |
| Anakie Road is a Collector Road linking Anakie with Corio. It provides an interchange with the Geelong Ring Road. It is a local road managed by council. | Appropriate traffic management treatments and urban interface treatments will need to be considered. | As above |
| Elcho Road is a local road (both sealed and unsealed) which intersects with Bacchus Marsh Road before connecting Lovely Banks with Lara West. It is a local road managed by Council. | Elcho Road provides a key connection with central Lara.

Appropriate traffic management treatments and urban interface treatments will need to be considered. | As above. |
| Staceys Road is a Collector Road linking Bacchus Marsh Road onto Geelong-Ballan Road (and beyond). | Whilst the notional FIA boundary currently extends beyond Staceys Road, it is considered that this Collector Road provides an appropriate northern growth boundary. Land north of Staceys Road is currently used for broadacre farming and includes a number of land uses which require application of threshold distances. Refer to Current Zoning and Land Use Section (above) for detailed discussions regarding the LEMMP, Geelong Gun Club and Correctional Facilities. | It suggested that Staceys Road be adopted as a definitive 'hard edge' to northern extent of the FIA.

Precinct Structure Planning to consider edge treatments to provide an appropriate interface with the adjoining rural areas. |



| HOPTHORN FIA | | |
|---|--|---|
| Road | Treatment / Strategies | Further Notes |
| Evans Road is a local road which is currently unsealed. It links back onto Anakie Road to the South. | The current notional FIA boundary extends west of Evans Road. Whilst unsealed, Evans Road provides for a wide road reserve which is likely to be required as a key North-South Collector / Main Road linking onto Anakie Road. | It is suggested that Evans Road be adopted as a definitive 'hard edge' to the western extent of the FIA with provision of appropriate edge treatments as above. |

| WHEELERS FIA | | |
|--|---|--|
| Road | Treatment / Strategies | Further Notes |
| Geelong Ring Road forms part of the M1 (Princes Freeway) linking Melbourne with Winchelsea. It provides freeway standard travel. The nearest interchanges are located at both Midland Highway and Hamilton Highway. | Primarily a visual interface with potential for some traffic noise impacts. | Precinct Structure Planning process to consider acoustic issues arising from proximity to the Ring Road. |
| Midland Highway is a key arterial road between Geelong and Ballarat bisecting the FIA. It provides for an interchange with Geelong Ring Road. It is a declared main road and is under the auspices of VicRoads and carries high traffic volumes and freight movements.

Whilst Midland Highway has capacity, connections onto this arterial road from the FIA are constrained both by topography (escarpment) and Moorabool River as a physical constraint. | Owing to limitations associated with use of Hamilton Highway (refer below), the Midland Highway will serve as the primary arterial road connection into Geelong. This will warrant widening of Midland Highway. | Precinct Structure Planning to consider traffic impacts and appropriate interface treatments including landscaping, entry treatments and spacing of signalised intersections along the Highway.

Road Safety Audit will also be required to determine treatments required to mitigate potential for conflicts. |

| | | |
|---|---|---|
| Hamilton Highway is a key arterial road between Geelong and Victoria's western district, terminating in Hamilton. It also provides an interchange with Geelong Ring Road. It is a declared main road and is under the auspices of VicRoads.

While Hamilton Highway provides ready access to Ring Road, capacity east of Geelong Ring Road to link with established urban Geelong is constrained by Deviation Road which has significant capacity limitations. VicRoads have advised that Aberdeen Street, Geelong West (extension of Hamilton Highway) is at 90% capacity during peak periods. Future residential activity at Fyansford will also add significantly to road volumes in the short – medium term. | Limit traffic volumes being directed onto Hamilton Highway, so as not to exceed capacity limitations along Deviation Road and extension into urban Geelong to the east.

Explore potential, and impact to surrounding suburbs, to upgrade capacity of Hyland Street, Autumn Street and Church Street including an over-bridge limiting Church Street to the development and manage amenity impacts. | Internal road network will need to limit connections / traffic volumes onto Hamilton Highway. |
|---|---|---|

| Issue | Treatment / Proposals | Further Work |
|---|---|---|
| Fyansford-Gheringhap Road heads north west from Hamilton Highway. It provides a direct connection to Gheringhap and intersects with Midland Highway. | This road provides alternative access from southern Geelong to Ballarat via Gheringhap. Currently it provides primary access to the quarry. Dependent upon urban design, it may continue to serve as a collector road within the FIA. | Investigate function of Fyansford-Gheringhap Road in light of adjacent land uses. |
| Geelong-Ballan Road forms a T-intersection with the Midland Highway. It provides a north-south link onto the Western Highway, Ballan. | Potential upgrade to a signalised intersection and southern link into FIA from Midland Highway. | Consultation with VicRoads to determine upgrading and function of intersection. |
| Inability to duplicate Hamilton Highway (Deviation Road) due to topographical constraints (escarpment) adjacent to former Cement Works. | Increased traffic movements along Hamilton Highway are constrained by the limitations of the Deviation Road and its connection to Aberdeen Street. The Midland Highway will need to serve as the key arterial road into Geelong from the FIA to alleviate potential impacts.

Possible capacity to upgrade existing road networks and connections via Church Street, Autumn Street and Hyland Street. | Traffic Impact Assessment required to determine capacity limitations along Hamilton Highway in consultation with VicRoads.

Internal road network will need to limit connections / traffic volumes onto Hamilton Highway. |
| Potential need for duplication of Midland Highway (west of Geelong Ring Road) to have sufficient carrying capacity to serve FIA and maintain its function as an east-west freight connection. | There appears to be additional width available within land zoned Road Zone, Category 1 (RDZ1) to provide for road widening. | Consult with VicRoads to determine viability of widening Midland Highway and trigger point requiring works to be undertaken. |
| North-south connections through FIA constrained by (future) quarry lake and need for multiple crossings over Moorabool River. | Given capacity limitations along Hamilton Highway, Midland Highway will serve as primary road link. Crossings over the Moorabool River will be required to enable suitable north-south linkages, appropriately spaced possibly either side of quarry. These are likely to require significant engineering input and may require significant investment beyond Developer Contributions. | Engineering feasibility of constructing (multiple) bridge crossings over the Moorabool River. |

Comparative analysis and discussion

Both FIAs have an abuttal to one or more arterial roads, providing scope for traffic to be directed to the roads with the greatest capacity to manage traffic flows. Such arterial roads are also utilised by freight operators moving goods between north-west / western Victoria and Geelong. There is potential to widen Bacchus Marsh Road in the Northern FIA, while roads to the periphery (Anakie Road, Evans Road and Staceys Road) will also require upgrading or other treatment.

The Western FIA will require that the majority of traffic from within the FIA to be directed north towards Midland Highway, which has potential for road widening. Widening of the Hamilton Highway, west of Geelong Ring Road is unlikely to be a priority given capacity constraints along Deviation Road to the east of the Ring Road.

A Traffic Impact Assessment will be required to determine the capacity of the surrounding road network, and the impact upon freight movements. Road Safety Audits will also be required to determine treatments required to mitigate potential for conflicts at key intersections.



4.4.2 Public Transport network proximity (refer Map 16)

Engagement and relevant sources of information

| Engagement | Relevant Sources |
|---|---|
| <ul style="list-style-type: none"> City of Greater Geelong, <i>Lara Structure Plan</i> 2011 David Lock & Associates, <i>Lara Town Centre: Urban Design Framework</i>, March 2006 Geelong Bus Network, Viclink Lovely Banks Management Pty Ltd, <i>Lovely Banks: Geelong's Future Northern Urban Growth Area</i>, May 2013 | <ul style="list-style-type: none"> Department of Transport, <i>Rail Revival Study: Geelong – Ballarat – Bendigo, Study Scope</i> Geelong Bus Network, Viclink Rail Geelong (Website) Spiire for Ramsay Property Group, <i>Pre-Feasibility Report on the Potential for Future Residential Development</i>, February 2013 GTA Consultants, Batesford South RLUS Preliminary <i>Transport Impact Feasibility Assessment</i>, October 2010 |

| Topic | Treatment / Response | Further Work |
|--|---|--|
| <p>Rail infrastructure</p> <p>The FIA is not currently served by Passenger Rail services.</p> <p>Nearest railway stations include: Lara, Corio and North Shore. None of these are conveniently located relative to the FIA and would likely require upgrade / relocation to cater for increased patronage.</p> <p>Lara Station has limited car parking availability.</p> | <p>Alternative transport options need to be identified to ensure appropriate levels of access.</p> <p>Potential to relocate Corio Station (to intersection of School Road) and upgrading of both Corio and North Shore Stations to improve amenity and capacity.</p> <p>Strategy 1.1 of the <i>Lara Town Centre: Urban Design Framework</i> (March 2006) proposed to upgrade the Train Station Precinct in Lara. This is reinforced within the <i>Lara Structure Plan</i> 2011:</p> <p><i>"Support the redevelopment of the Lara Train Station to create a high quality transport interchange which integrates trains, buses, bikes, pedestrians, taxis, private vehicles and links to Avalon Airport."</i></p> | <p>Transport Plan required to identify alternative public transport options including longer term transit corridors etc.</p> |
| <p>Bus services</p> <p>The nearest bus routes to the FIA are:</p> <ul style="list-style-type: none"> Bus Route 50 (Route Extension): Herne Hill – Hamlyn Heights (via McCurdy Road, Sladen Street and Ballarat Road) Bus Route 51: (Route Extension) Herne Hill – Hamlyn heights (via Minerva, Vines and Ballarat Roads) Bus Route 45: (Route Deviation) St Albans Park – Corio (via East Geelong, Geelong and Bell Post Hill). <p>The nearest bus stop is located near to intersection Cloverdale Drive and Plantation Road. Service frequency generally varies from 20 mins to 1 hour.</p> | <p>The adequacy of arterial roads to cater for future bus network expansion will require further investigation.</p> | <p>As above including internal FIA transport corridors.</p> |

| WESTERN FIA | | |
|--|---|---|
| Issue | Treatment / Response | Further Study |
| <p>Rail infrastructure</p> <p>The Western FIA is not currently served by passenger rail services.</p> <p>Nearest railway stations include the former Moorabool Railway Station and Gheringhap (closed).</p> | <p>The Ballarat-Geelong railway line abuts the northern boundary of the FIA. It has not been used as a passenger rail service since 1978, however freight is still moved via this broad (and part dual) gauge track. The feasibility of returning passenger trains between Geelong, Ballarat and Bendigo is being investigated by the state government.</p> <p>Potential to investigate re-opening of (former) Moorabool Station which is currently in private ownership or construct a new station which may provide benefit to the broader region – including a catchment comprising Lovely Banks, Bell Post Hill and parts of the northern suburbs and Bannockburn.</p> <p>The Fyansford (Branch) Railway served the cement works located on McCurdy Road, Herne Hill. Running from North Geelong to Herne Hill, it fell into disuse after the closure of the cement works. Today the unused rail line has been converted into a shared path (Ted Wilson Trail), however, the land remains zoned Public Use Zone 4 (Transport). Reinstatement of this line for some form of transit link may be a longer term option to serve western Geelong.</p> | <p>Identification of rail interface issues as part of FIA.</p> <p>Transport Plan required identifying alternative public transport options including longer term transit corridors and establishment of a railway station precinct.</p> |
| <p>Bus services</p> <p>The nearest bus routes to the FIA are:</p> <ul style="list-style-type: none"> • Bus Route 45: (Route Deviation) St Albans Park – Corio (via East Geelong, Geelong and Bell post Hill); • Bus Route 50 (Route Extension): Herne Hill – Hamlyn Heights (via McCurdy Road, Sladen Street and Ballarat Road) • Bus Route 51: (Route Extension) Herne Hill – Hamlyn Heights (via Minerva, Vines and Ballarat Roads). <p>The nearest bus stops are located near to intersection Midland Highway/Rollins Road and Midland Highway/Ernest Street.</p> <p>Service frequency generally varies from 20 mins to 1 hour.</p> | <p>Opportunity exists to extend bus routes currently serving areas to the east of the FIA within Bell Post Hill and Hamlyn Heights.</p> <p>The adequacy of arterial roads to cater for future bus network expansion will require further investigation.</p> | <p>As above including internal FIA transport corridors.</p> |

Comparative analysis and discussion

Neither FIA are particularly well served by public transport at present, however this is largely the product of an insufficient population catchment to warrant investment in infrastructure and provision of regular services. The Northern FIA lacks any available rail infrastructure, while the Western FIA adjoins the Geelong – Ballarat Railway line, albeit currently used for freight movement only. While the (former) Moorabool Railway station remains and is privately owned there remains the possibility of constructing a new railway station proximate to the FIA but this may prove cost prohibitive. It is more likely would be the expansion of bus networks to service the population in the shorter term.



4.4.3 Walking and cycling networks

Engagement and relevant sources of information

| Greater Geelong FIA | Greater Geelong FIA |
|---|---|
| <ul style="list-style-type: none"> City of Greater Geelong, <i>Greater Geelong Cycle Strategy</i>, Volume 1, March 2008 Lovely Banks Management Pty Ltd, <i>Lovely Banks: Geelong's Future Northern Urban Growth Area</i>, May 2013 | <ul style="list-style-type: none"> Batesford South, <i>Summary of Challenges Report for Batesford/Fyansford Further Investigation Area</i>, 5 April 2013 City of Greater Geelong, <i>Greater Geelong Cycle Strategy</i>, Volume 1, March 2008 Spiire for Ramsay Property Group, <i>Pre-Feasibility Report on the Potential for Future Residential Development</i>, February 2013 GTA Consultants, <i>Batesford South RLUS Preliminary Transport Impact Feasibility Assessment</i>, October 2010 City of Greater Geelong, <i>Study of Open Space Networks</i>, 2001 |

| NORTHERN FIA | | |
|---|--|--|
| Issue | Treatment / Response | Further Work |
| <p>Key on-road bicycle lanes and off-road shared paths are shown on Map 17.</p> <p>There are limited recreational / shared paths proximate to the FIA. On-road bicycle lanes have been constructed along parts of Bacchus Marsh Road and Anakie Road. Links into urban Geelong mainly consist of largely proposed on-road routes.</p> <p>The Geelong Cycle Strategy 2008 notes:</p> <p><i>"There are significant gaps in the network particularly within North Geelong, Norlane, Corio and Newtown."</i></p> | <p>Opportunity to extend recreational trail network as described in Greater Geelong Cycle Strategy 2008 and G21 Regional Trails Network (Priority Project) including dedicated on-road bicycle paths along arterial roads. Such opportunities exist along both Bacchus Marsh Road and Anakie Road (where not already provided).</p> <p>Quality cycle networks provide direct links for commuter cyclists as an alternative to private vehicle use.</p> <p>A Bicycle Works Program has been prepared as part of the Geelong Cycle Strategy to guide Council through provision, maintenance and promotion of bicycle infrastructure, based upon ranked priority.</p> | <p>Ensure that on-road bicycle lanes (and any off-road shared paths) be provided generally in accordance with the Works Program outlined within the Geelong Cycle Strategy to complete identified gaps in the existing path network serving commuter and recreational functions.</p> |

➤ QUALITY CYCLE NETWORKS PROVIDE DIRECT LINKS FOR COMMUTER CYCLISTS AS AN ALTERNATIVE TO PRIVATE VEHICLE USE

| WESTERN FIA | | |
|---|--|---|
| Issues | Treatment / Response | Further Action |
| <p>Key on-road bicycle lanes and off-road shared paths are shown on Map 17.</p> <p>Nearest existing walking / cycling paths are located:</p> <ul style="list-style-type: none"> • North east – shared path from Bluestone Bridge Road (north side of Cowies Creek/ Rail Overpass) under Geelong Ring Road; • East – shared path along Ring Road near Creamery Road overpass; • East – path/on road along Midland Highway. | <p>Opportunity to extend recreational trail network as described in Greater Geelong Cycle Strategy 2008 and G21 Regional Trails Network (Priority Project) including the establishment of linkages which have dual function as both habitat greenways and recreational shared paths for pedestrian / cyclist use. Such opportunities include connecting the Barwon River, Moorabool River and Cowies Creek watercourses, and integrating into a Regional Trails Network.</p> | <p>Ensure that both on-road bicycle lanes and off-road shared paths be provided generally in accordance with the Works Program outlined within the Geelong Cycle Strategy to complete identified gaps in the existing path network and provide linear and loop network connections serving commuter and recreational functions.</p> |
| <p>Opportunity to provide for walking and cycling paths as an alternative option for commuting and recreation. Path extensions to be established in Fyansford Green may provide direct connectivity with established trails within urban Geelong to the east.</p> | <p>Ensure that any paths provided within FIA enable appropriate connections as planned within adjoining residential development to the south, enabling continuous trails to be linked.</p> | <p>Review planned (or as constructed) paths within adjoining land to the south.</p> |
| <p>Opportunity to link path network with Dog Rocks via potential regional public open space (focused on quarry lake).</p> | <p>Contiguous path network may provide opportunity to provide habitat corridor linking areas of environmental significance / interest, whilst providing recreational linkages.</p> | <p>Consider alignment along Moorabool River linking Dog Rocks area with regional open space.</p> |

Comparative analysis and discussion

Largely a by-product of its distance from established urban development within Geelong, the Northern FIA contains limited adjacent on-road or off-road paths. Connections beyond the FIA boundary would be expected to comprise primarily on-road bicycle lanes along arterial roads consistent with the Greater Geelong Cycle Strategy. There are few natural features which could form the basis of dedicated off-road paths, although the internal road network and alignment of open space may provide scope for improved provision of bicycle and walking networks.

The Western FIA provides greater scope for linkage with the off-road shared path network due to proximity of the site to established trails. There exist greater opportunities to create off-road shared paths following the alignment of the watercourses bisecting parts of the FIA, which would be integrated into linear open space corridors.



4.5 DELIVERABILITY

4.5.1 Land ownership

| Geelong G21 | Geelong G21 |
|--|--|
| <ul style="list-style-type: none"> City of Greater Geelong rates database City of Greater Geelong cadastral data sets and spatial layers Advice from Landowners, 14 May 2013 Lovely Banks Management Pty Ltd, <i>Lovely Banks: Geelong's Future Northern Growth Area</i>, May 2013 | <ul style="list-style-type: none"> Batesford South, Summary of Challenges Report for Batesford/Fyansford Further Investigation Area, 5 April 2013 City of Greater Geelong rates database City of Greater Geelong cadastral data sets and spatial layers Spiire for Ramsay Property Group, <i>Pre-Feasibility Report on the Potential for Future Residential Development</i>, February 2013 |

| NORTHERN FIA | | |
|--|--|--|
| Issue | Treatment / Response | Further work |
| <p>Land within the FIA is held in multiple ownerships, resulting in a level of fragmentation. Lot sizes typically range from < 1.5 Hectares (Ha) to approx. 140 Ha, within the notional FIA boundary.</p> <p>A consortium of land owners has been formed representing 60% of land owners.</p> | <p>Growth Area planning should be coordinated to ensure that communities are socially, environmentally and economically sustainable. Land fragmentation may act as a barrier to timely land release and appropriate levels of service provision.</p> <p>Whilst ownership records indicate that several parcels are owned in common, and that consortia of development experienced land holders have formed (or will form), the number of land owners will require coordination in master planning and service delivery.</p> <p>The recommended approach to Precinct Structure Planning may necessitate Council initiating and leading this process given the number of owners and level of fragmentation within the FIA.</p> | <p>Based upon land assembly determine whether Council should initiate and manage the preparation of a Precinct Structure Plan process for the FIA.</p> |

➤ GROWTH AREA PLANNING SHOULD BE COORDINATED TO ENSURE THAT COMMUNITIES ARE SOCIALLY, ENVIRONMENTALLY AND ECONOMICALLY SUSTAINABLE

| WESTERN FIA | | |
|---|--|---|
| Issues | Treatment/ Challenge | Further Plan |
| Land ownership within the FIA, whilst fragmented, is primarily held under control of two owners. Other stakeholders include: the Crown, Greater Geelong City Council and VicRoads. | The two consortiums appear to have interest in the majority of land within the FIA. | Based upon land assembly determine whether Council should initiate and manage the preparation of a Precinct Structure Plan process for the FIA. |
| Lot sizes typically range from <0.4 Hectare (Ha) to approx. 400 Ha within the notional FIA boundary. | Despite ownership records indicating that the majority of parcels are limited in ownership, there remains need to coordinate master planning and service delivery for land beyond that controlled by major entities. | |
| Consortia of land owners have been formed for both the central Batesford/Fyansford area (focused on the quarry) and another in the north east of the FIA. | | |
| Land between the Midland and Hamilton Highways contains few owners, whilst land to the north of Midland Highway (part of Batesford and Bell Post Hill) comprises smaller parcels with a higher degree of fragmentation. Areas south of Hamilton Highway are held by a limited number of owners. | | |

Comparative analysis and discussion

Given the quantum of land contained within both FIAs there are a number of separate land owners who have control over land ranging from less than 0.4 Hectares to approximately 400 Hectares. It is apparent that multiple parcels within each FIA are either owned in common or that consortia may represent owners' common interests in potential Growth Area Planning and delivery. Despite this, it is apparent that the Northern FIA exhibits a greater degree of fragmentation than is the case with the Western FIA, where two major land owners have autonomy over a larger aggregate area.

The application of an Urban Growth Zone (UGZ) would necessitate preparation of Precinct Structure Plans (PSPs) to plan land use, transport and key infrastructure across multiple holdings. Unless it can be demonstrated that consortia have assembled sufficient control across multiple parcels within the Northern FIA, the City of Greater Geelong may need to coordinate preparation of the PSP(s) in the Northern FIA.

Despite a limited ownership and an understanding of the implications associated with rehabilitation of the quarry central to the Western FIA it remains preferential that the City of Greater Geelong may need to coordinate preparation of the PSP(s) in the Western FIA.



4.5.2 Existing utility infrastructure

| Northern FIA | Western FIA |
|--|--|
| <ul style="list-style-type: none"> City of Greater Geelong data sets and spatial layers Discussions with APA Gasnet Memorandum, Barwon Water, 31 January 2013 | <ul style="list-style-type: none"> City of Greater Geelong data sets and spatial layers Golder Associates, <i>Strategic Planning and Land Use Assessment for Batesford South</i>, 9 November 2010 Memorandum, Barwon Water, 31 January 2013 |

| NORTHERN FIA | | |
|---|---|---|
| Issue | Treatment / Response | Further Work |
| <p>The FIA is traversed by the South West Pipeline, refer Map 18 which forms part of the Victorian Transmission System between the Iona gas plant near Port Campbell and Geelong and Melbourne. The underground pipe, managed by APA Gasnet sits within a 20 metre wide easement, which allows for future pipeline access or upgrades.</p> <p>The pipeline is a major state asset. Development, including roads, is restricted within the easement. Additionally heat radiation zones from potential pipe rupture limit the location of certain land uses.</p> | <p>Under Australian Standard AS2885 a Safety Management Study or Plan is required when assessing changes in land use to ensure the integrity of the pipeline from damage or rupture, which can have catastrophic impacts in a highly urbanised environment. A Safety Management Plan will need to be developed to identify heat flux or radiation zones and the uses permitted adjacent to the easement and setback distances for sensitive and higher density land uses including town centres, employment areas, schools and a range of other community uses for between 350 and 570 metres.</p> <p>Development within the easement is restricted with limited road or service crossings considered on a case by case basis and potentially requiring risk mitigating design treatments. The easement may need to be included in open space or a reserve with minimal vegetation or structures and services. These considerations have the potential to compromise planning outcomes.</p> | <p>Develop a Safety Management Plan which will inform PSP development</p> |
| <p>Two electricity transmission lines run past the western edge and the eastern edge of the FIA, refer Map 18.</p> | <p>While these transmission lines are not a constraint per se to the development of the FIA due to their location, it is worth noting they would feature in the consideration of views from the northern FIA and its visual amenity. The positioning of the transmission lines to the west of the FIA does add some weight to keeping the FIA to the east of this feature.</p> | <p>Nil</p> |

| Issue | Proposed Solution | Further Work |
|--|--|--|
| <p>Water (refer Map 19)</p> <p>The Lovely Banks Basins (supplying much of northern Geelong) should have sufficient capacity to supply the FIA.</p> <p>However, full supply level of 82m AHD limits supply to areas at or below approximately 50m AHD. The majority of the FIA is located above this contour level (refer Topography section and Map 4) limiting supply availability.</p> | <p>Barwon Water has indicated that the area could be serviced by constructing a new transfer main from Lovely Banks Basins at 602 Anakie Road to a new water 15–20ML tank within the FIA. A booster pumping station would also be required to supply the elevated portion of the potential development area. It is envisaged that the full cost of water supply to this area would be in the order of \$30M–\$50M. Opportunities for staging of the water supply could be investigated – some of the low level areas (<50m) could develop prior to the full water supply solution being implemented.</p> | <p>Consult with Barwon Water to determine most appropriate routing of transfer main.</p> |
| <p>Sewer (refer Map 19)</p> <p>Existing sewerage infrastructure in northern Geelong and into Geelong does not have sufficient capacity to cater for ultimate flows from within FIA and investment in new sewerage infrastructure will be required.</p> <p>Limited spare capacity has been allocated for development of Lara West. If Lara West is not developed, the FIA may be able to take up some of this notional spare capacity.</p> | <p>A potential means of treating effluent has been identified by Barwon Water including provision of a new water reclamation plant (WRP) with more detailed investigations to identify potential location on or off site. The cost of a Water Reclamation Plant with the ability to provide Class A recycled water would be in the order of \$50M. In terms of effluent disposal options include discharge to a water body, reuse back in the development, agricultural re-use or storage and discharge to the Geelong sewerage system during dry periods when capacity is available. Assuming the reuse of the majority of the water back with the development the remainder of the effluent would be stored in large open lagoons, to be reused later, or to be bled back through the Geelong Sewerage system at low flow periods. The lagoons are costed in the recycled water estimate below.</p> <p>The sewerage transfer infrastructure within the development could reach \$20M (excluding cost of the required water reclamation plant).</p> | <p>Hydraulic modelling will be required to quantify sewer capacity availability within existing network (if any).</p> <p>Investigate construction of a water reclamation plant (WRP) to treat effluent to an appropriate standard.</p> <p>Determine most efficient routing of trunk infrastructure having regard to land ownership, topography, areas of environmental or cultural heritage sensitivity.</p> |
| <p>Recycled Water (refer Map 19)</p> <p>Provision of alternative water sources should be identified as part of an overall Integrated Water Cycle Management (IWCM) Strategy. Class A Recycled Water, stormwater harvesting, Water Sensitive Urban Design (WSUD) or a combination of these may enable 'fit for purpose' water to be used in lieu of valuable potable water for appropriate uses. Such as irrigating public open space.</p> | <p>Barwon Water have noted that should a water reclamation plant be viable, it may be possible to include a recycled water scheme as part of the project scope. This would involve additional treatment at the WRP which has been included in sewerage costs above, recycled water storages and a recycling scheme – such as dual pipe. Indicatively, the cost of recycled water would be in the order of \$30–\$40M."</p> | <p>Barwon Water to investigate viability of any alternative water scheme when further growth plan detail is known. Potential for dual pipe infrastructure if supported by land owners/proponents and Council based upon a viable business case.</p> |



| WESTERN FIA | | |
|--|---|---|
| Issues | Technical Responses | Further Action |
| There are two electricity supply easements within the FIA, refer Map 18 , one running through the suburbs of Bell Post Hill and Batesford to the north and one along the eastern flank of the FIA, in the suburb of Fyansford. | <p>The electricity supply easement along the north of the FIA does not presently hold a transmission line. However presumably, as the easement exists, there is capacity for it to do so in the future.</p> <p>However, the 150 metre wide electricity supply easement on the eastern side of the FIA holds a high-voltage electricity transmission line. Water treatment wetlands and retarding basins could possibly be located within this easement.</p> | Electricity supply easement should be factored into PSP and urban design processes. |
| <p>Water (refer Map 19)</p> <p>The Montpelier Basins in Highton should have sufficient capacity to supply the FIA.</p> | <p>Owing to the size of the FIA, Barwon Water have indicated that two distinct nodes would require servicing:</p> <p>Northern node: via a large diameter extensions from the Montpellier-Lovely Banks Transfer Main at an estimated cost of \$20M.</p> <p>Southern node: via a large diameter extension required back to Montpelier Basin at an estimated cost of \$40M.</p> | Consult with Barwon Water to determine most appropriate routing of transfer main. |
| <p>Sewer (refer Map 19)</p> <p>Existing sewerage infrastructure in north and western Geelong and into Geelong does not have sufficient capacity to cater for ultimate flows from areas west of Geelong Ring Road and investment in new sewerage infrastructure will be required.</p> <p>Northern node: limited capacity may exist for connection to existing infrastructure as an interim measure.</p> <p>Southern node: no capacity available for connection to existing infrastructure.</p> | <p>Barwon Water have indicated that for the:</p> <p>Northern node: The majority of the northern node drains to the north east, away from the southern node. The sewerage infrastructure to the northern node would likely include large diameter trunk sewers, detention storages as well as sewer pump stations and rising mains to pump sewerage to the southern node for treatment. The cost of the sewerage infrastructure for the northern node (excluding cost of the required water reclamation plant) would be in the order of \$20–30M.</p> <p>Southern node: The sewerage infrastructure to the southern node would likely include large diameter trunk sewers, detention storages as well as several sewer pump stations and rising mains to pump sewage to the WRP for treatment. The cost of the sewerage infrastructure for the southern node (excluding cost of the required water reclamation plant) would be in the order of \$30–40M.</p> <p>Ultimately, a new water reclamation plant (WRP) will be required with more detailed investigations to identify potential location on or off site. Location of the WRP adjacent the existing quarry has a number of potential impacts and uncertainties, such as odour, amenity and integration with open space. The cost of a Water Reclamation Plant with the ability to provide recycled water would be in the order of \$50–60M.</p> <p>In terms of effluent disposal, options include discharge to a water body, reuse back in the development or discharge to the Geelong sewerage system. Assuming the reuse of the majority of the water back within the development, the remainder of the effluent would be stored in large open lagoons, either to be reused later, bled back through the Geelong Sewerage system at low flow periods, or discharged to a water body (i.e. the Moorabool River). The lagoons cost is included in the recycled water estimate. Approvals required to discharge to the River would be extensive and this would be a significant risk to be managed.</p> | <p>Hydraulic modelling will be required to quantify sewer capacity availability within existing network (if any).</p> <p>Investigate construction of a water reclamation plant (WRP) for both nodes to treat effluent to an appropriate standard and provide recycled water</p> <p>Determine most efficient routing of trunk infrastructure having regard to land ownership, topography, areas of environmental or cultural heritage sensitivity.</p> |

| Item | Findings / Comments | Further Work |
|--|--|---|
| <p>Recycled Water
(refer Map 19)</p> <p>Provision of alternative water sources should be identified as part of an overall Integrated Water Cycle Management (IWCM) Strategy. Class A Recycled Water, stormwater harvesting, Water Sensitive Urban Design (WSUD) or a combination of these may enable 'fit for purpose' water to be used in lieu of valuable potable water for appropriate uses. i.e. irrigating public open space.</p> | <p>The comments relating to IWCM for the Northern FIA also relate to this area. Should a water reclamation plant be viable, it may be possible to include a recycled water scheme as part of the project scope. This would involve additional treatment at the WRP, recycled water storages and a recycling scheme – such as dual pipe.</p> <p>Given the two distinct nodes the overall costs of servicing are likely to be higher. Indicatively, the cost of recycled water would be in the order of \$30–\$50M and would consist of seasonal storage of recycled water, transfer pipework and pump stations, recycled water tanks and distribution infrastructure.</p> | <p>Barwon Water to investigate viability of any alternative water scheme when further growth plan detail is known. Potential for dual pipe infrastructure if supported by land owners/proponents and Council based upon a viable business case.</p> |

Comparative analysis and discussion

Existing utility infrastructure can largely be incorporated into urban design planning processes for both FIAs. The major gas pipeline which traverses the Northern FIA may be a significant determinant in the urban design should the Northern FIA be developed and may ultimately constrain development. Provision of reticulated power (gas and electricity) to either FIA is not a major issue, requiring some system augmentation and network connection.

Significant capital investment will be required for reticulation of sewerage and water supply infrastructure within either FIA. Whilst the Northern FIA and the northern node within the Western FIA presently have limited potential capacity to connect into existing sewerage infrastructure, this is likely to be taken up by the time either FIA is developed. Preliminary (upper level) cost estimates undertaken by Barwon Water indicate that costs associated with servicing the Western FIA (approximately \$240M) will be higher than for the Northern FIA (approximately \$160M). This would vary dependent upon the locations and type of infrastructure provided. On a per lot basis, the cost of providing infrastructure will vary dependent upon lot yield. Ultimately, development within the FIA should occur within a structured, staged manner closely aligned with the roll out of trunk infrastructure.



4.5.3 Existing community infrastructure

| Background FIA | | Work Item 2.1 |
|---|---|---|
| <ul style="list-style-type: none"> City of Greater Geelong data sets and spatial layers City of Greater Geelong, <i>Sustainable Communities – Infrastructure Development Guidelines</i>, 2010 | | <ul style="list-style-type: none"> City of Greater Geelong data sets and spatial layers City of Greater Geelong, <i>Sustainable Communities – Infrastructure Development Guidelines</i>, 2010 Spiire for Ramsay Property Group, Pre-Feasibility Report on the Potential for Future Residential Development, February 2013 |
| Information & Data | | |
| Event | Document / Reference | Further Work |
| <p>Urbanisation of the FIA would require local level facilities (including schools, retail, early years services) to be provided. Until population densities meet required thresholds there will be reliance upon adjoining and nearby suburbs to service the daily educational, community and recreational needs of an emerging population. Further, the community will be heavily reliant upon higher order services (libraries, youth services, community halls, arts and culture services) within adjoining areas.</p> <p>Existing community infrastructure within established urban areas of Geelong proximate to the FIA is limited to parts of Lara to the west and Corio/ Norlane to the south east, refer Map 20.</p> <p>Assessment of existing community infrastructure within a 7km radius of the approximate centre of the FIA indicates that most services are at least 5–7kms from the centre and there is an apparent lack of higher order services (specialised schooling, arts and community facilities).</p> <p>Provision of services within surrounding suburbs is reportedly under-served.</p> | <p>The City of Greater Geelong have produced guidelines for provision of community infrastructure. The <i>Sustainable Communities – Infrastructure Development Guidelines</i> (2010) includes the following objectives under the heading Social and Community Facilities:</p> <p><i>“The provision of or advocacy for community services infrastructure is a key responsibility of local government to meet local needs in a range of service areas including family and children, aged, youth, libraries, community programs, lifelong learning, information and arts and culture.”</i></p> <p><i>“When planning new community facilities it is important that they are well connected to public transport services, open space, recreation facilities, and employment and education opportunities.”</i></p> <p>Benchmarking Standards have been established to assist in determining the type, quantity and spatial requirements to service population needs. However, this does not take account of the quality of, nor access to such facilities.</p> <p>Where provision of new services to cater for future populations has been identified, a detailed assessment will be required to ascertain if the demand can be met by existing facilities within the nearby area, or as to whether it should be provided on site.</p> | <p>Consistent with Council's <i>Sustainable Communities – Infrastructure Development Guidelines</i> (2010) a Social Impact Assessment (incorporating a community infrastructure assessment) will be required to identify the infrastructure required to service the growth area as well as documenting potential impacts upon existing neighbourhoods and adjacent land uses.</p> |
| Arterial road access to Lara and Corio/ Norlane has capacity to cater for increased traffic volumes (refer Road network proximity section). | Whilst access by private vehicle into adjoining suburbs appears to be unconstrained, alternatives should be explored. | Refer Further Work in Public Transport network connectivity section. |

| Issue | Treatment / Response | Further Work |
|---|---|--|
| Access to existing community infrastructure beyond the FIA boundary by Public Transport is currently limited (refer Public Transport network connectivity section). Access to Public Transport plays a critical role in reducing social exclusion. Issues have already been identified by Council's Community Development Department in relation to existing bus services including: frequency of services, timetabling and network connectivity. | Improved access by modes other than private cars will be required to enable efficient access to services and employment. | Refer Further Work in Public Transport network connectivity section. |
| WESTERN FIA | | |
| Issue | Treatment / Response | Further Work |
| As above for Northern FIA | Generally as above for Northern FIA. | Generally as above for Northern FIA. |
| Existing community infrastructure within established urban areas of Geelong proximate to the FIA is largely limited to Bell Post Hill, Hamlyn Heights and Herne Hill to the east, refer Map 21 . | | |
| Assessment of existing community infrastructure within a 5km radius of the approximate centre of the Northern and Southern halves of the FIA indicates that most services are at least 3–5kms from each centre. There is an apparent lack of higher order services (library, specialised schooling, arts and community facilities). | | |
| Arterial road access via Midland Highway into Bell Post Hill has sufficient capacity. Access into Bell Post Hill via Creamery Road and ultimately access into Herne Hill from Deviation Road (via Hamilton Highway) are likely to be limited by capacity (refer Road network proximity section). | Access only by secondary / local roads into existing serviced areas may constrain equitable access from all parts of the FIA. | Improved access by private vehicles will be required to ensure equitable access in the event that Public Transport alternatives are not available. |
| Access to existing community infrastructure beyond the FIA boundary by Public Transport is currently limited (refer Public Transport network connectivity section). | Improved access by modes other than private cars will be required. | Refer Further Work in Public Transport network connectivity section. |



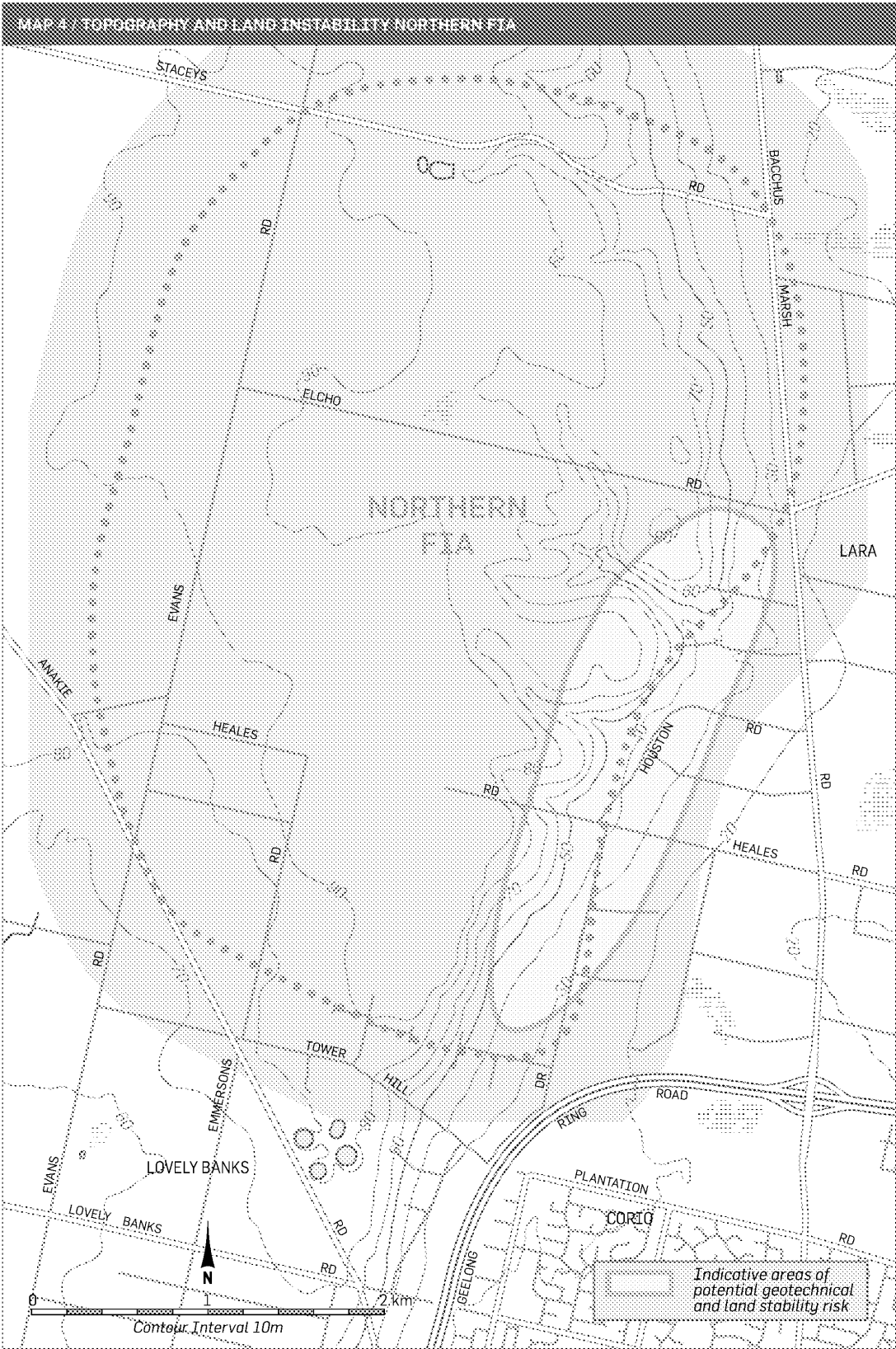
Comparative analysis and discussion

Existing community infrastructure availability is reportedly under serviced within the northern suburbs of Geelong. Proximity to existing community infrastructure is superior within the Western FIA, although this may be constrained by access limitations by both private vehicle (other than via Midland Highway) and Public Transport given lack of convenient services. The Northern FIA has no such limitations upon access for private vehicles; however it also suffers from a current lack of public transport options. Whilst quantifying the range of community infrastructure is a relatively straightforward exercise, determining the quality of service provision is not as easily ascertained particularly when some services cater to a broad catchment and may be under duress.

It will therefore be important that a Social Impact Assessment be undertaken to gauge not only the needs of the FIA, but the impact that the type, number and timing of delivery may have upon existing communities surrounding the FIA, provided that accessibility does not become a barrier.

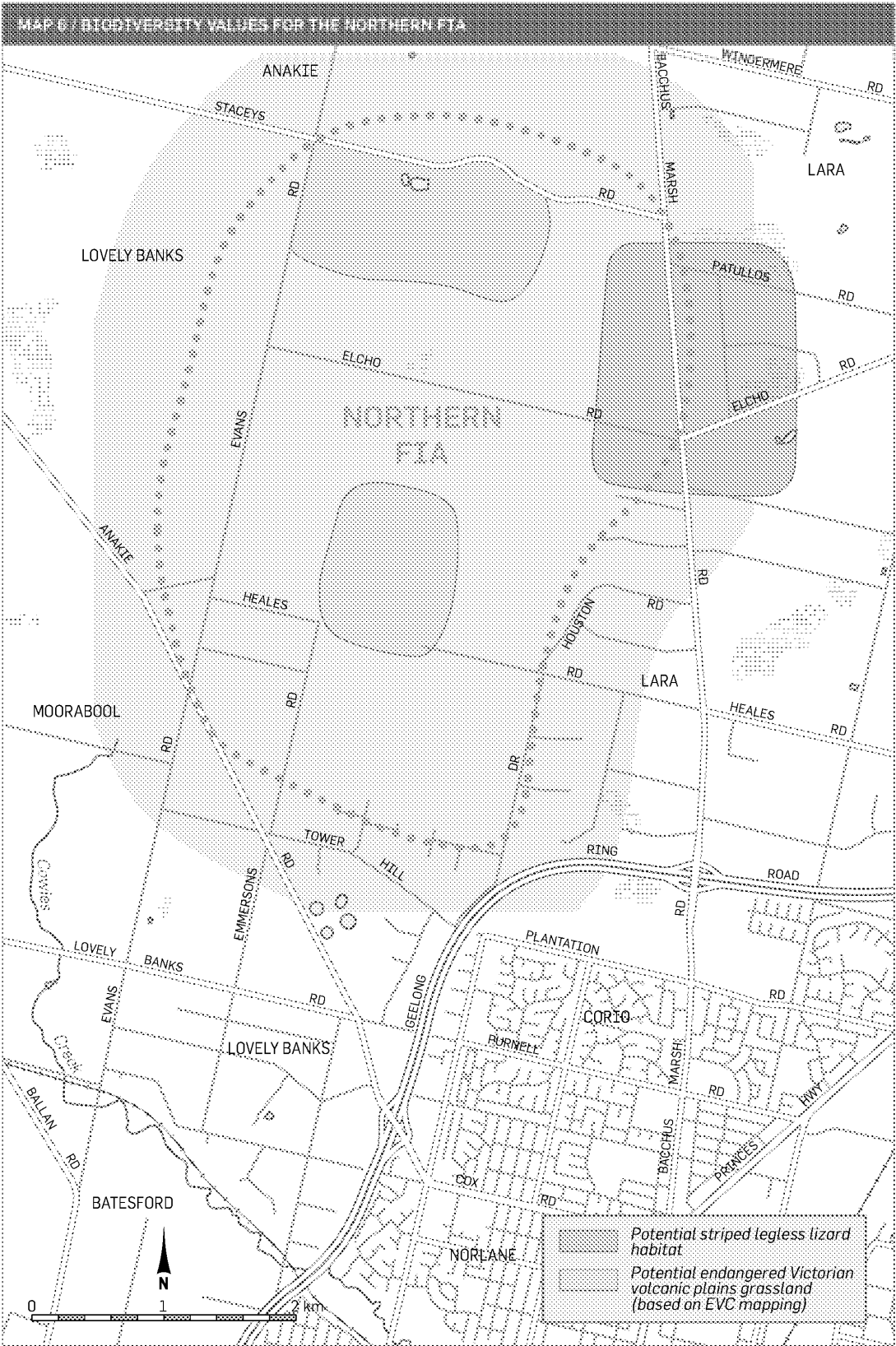
An opportunity exists to replace smaller/outdated community infrastructure which presently serves the surrounding local populations with multi purpose or larger more contemporary facilities which serve a broader catchment. Such facilities may be located beyond the FIA in established areas, providing that accessibility does not become a barrier. There may be positive outcomes for residents within established suburbs in this regard, who may benefit from improved service delivery. This is particularly the case for the northern suburbs of Geelong.

AN OPPORTUNITY EXISTS TO REPLACE SMALLER/
OUTDATED COMMUNITY INFRASTRUCTURE WHICH
PRESENTLY SERVES THE SURROUNDING LOCAL
POPULATIONS WITH MULTI PURPOSE OR LARGER
MORE CONTEMPORARY FACILITIES WHICH SERVE
A BROADER CATCHMENT

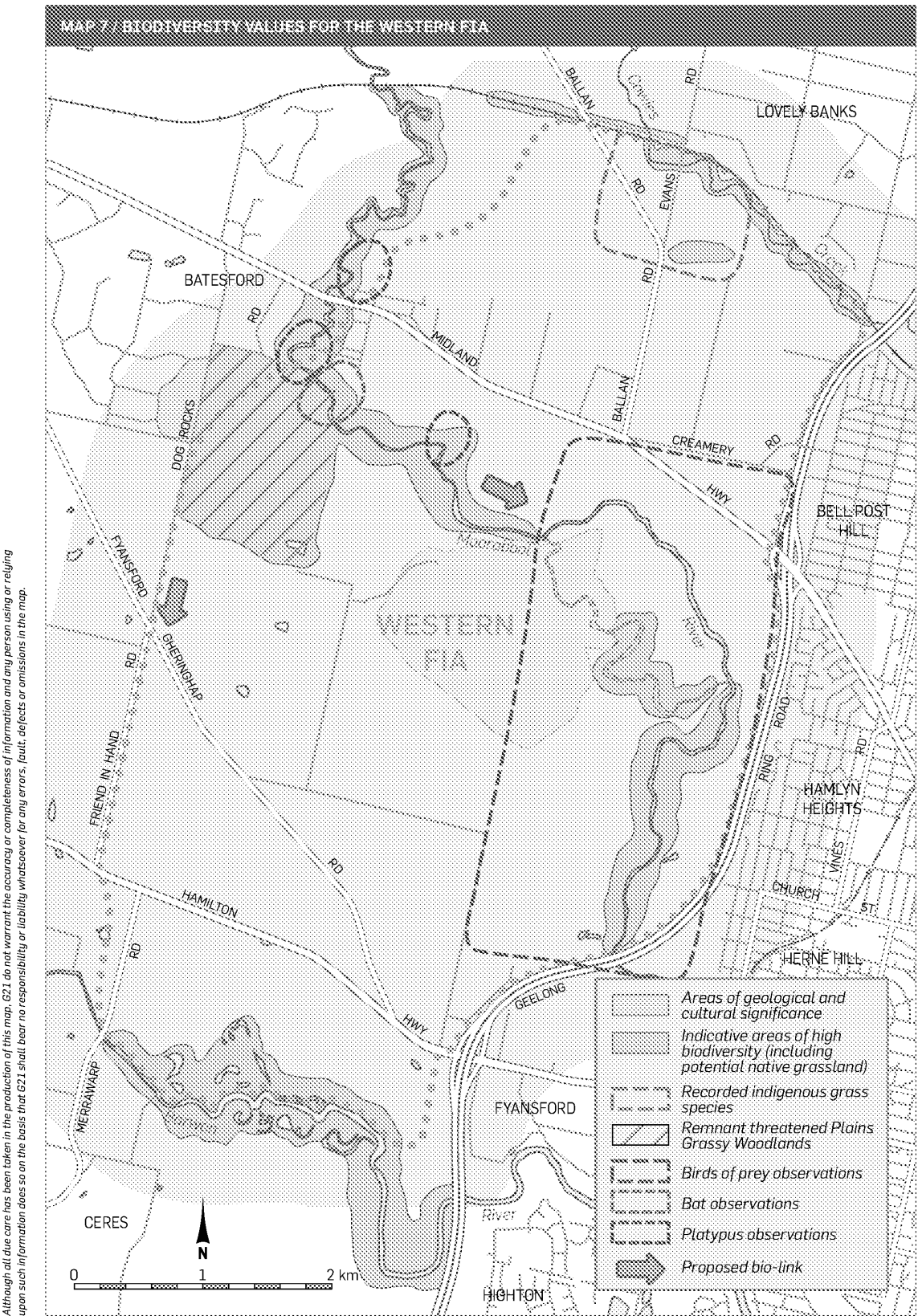


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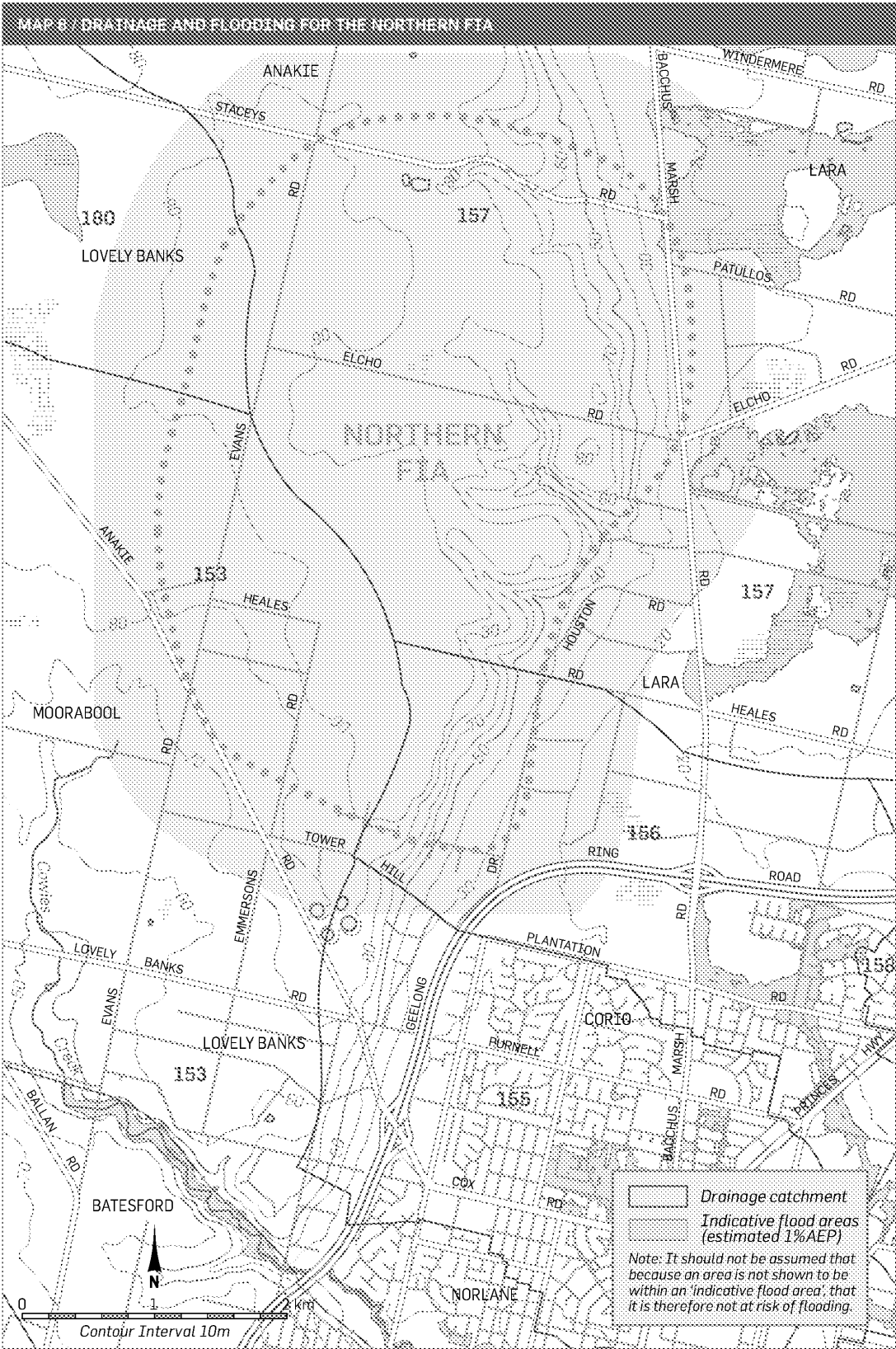




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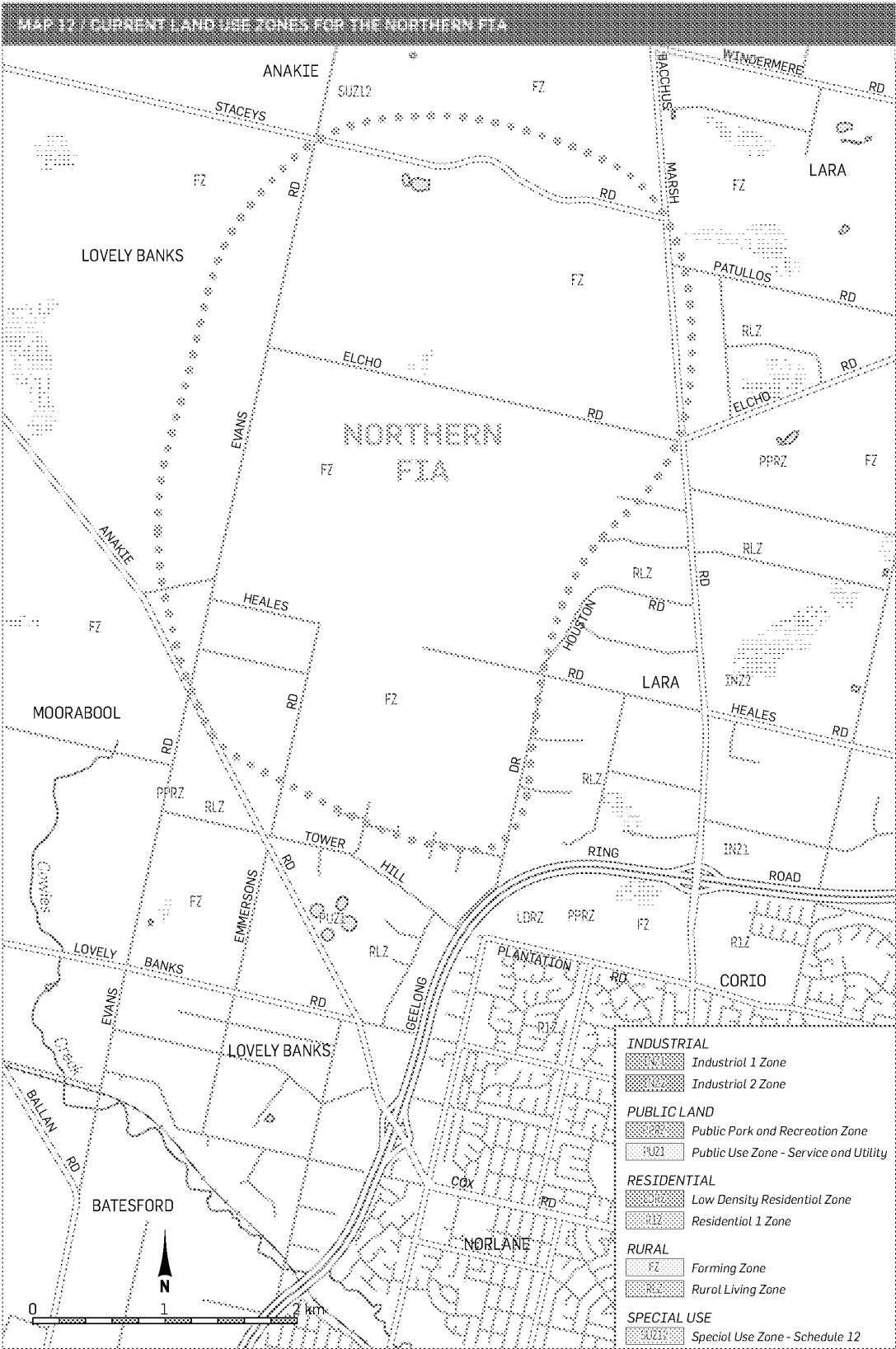
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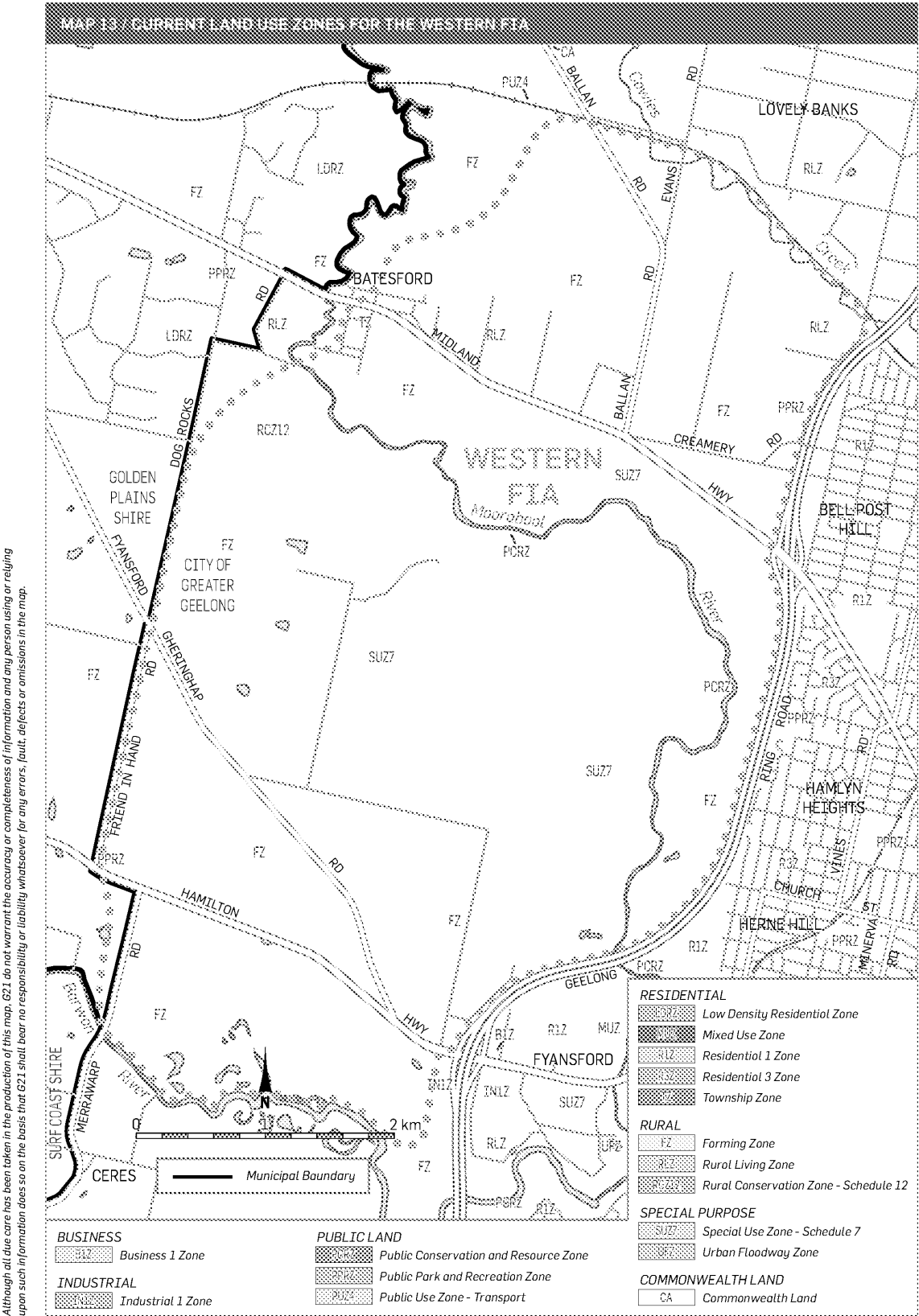


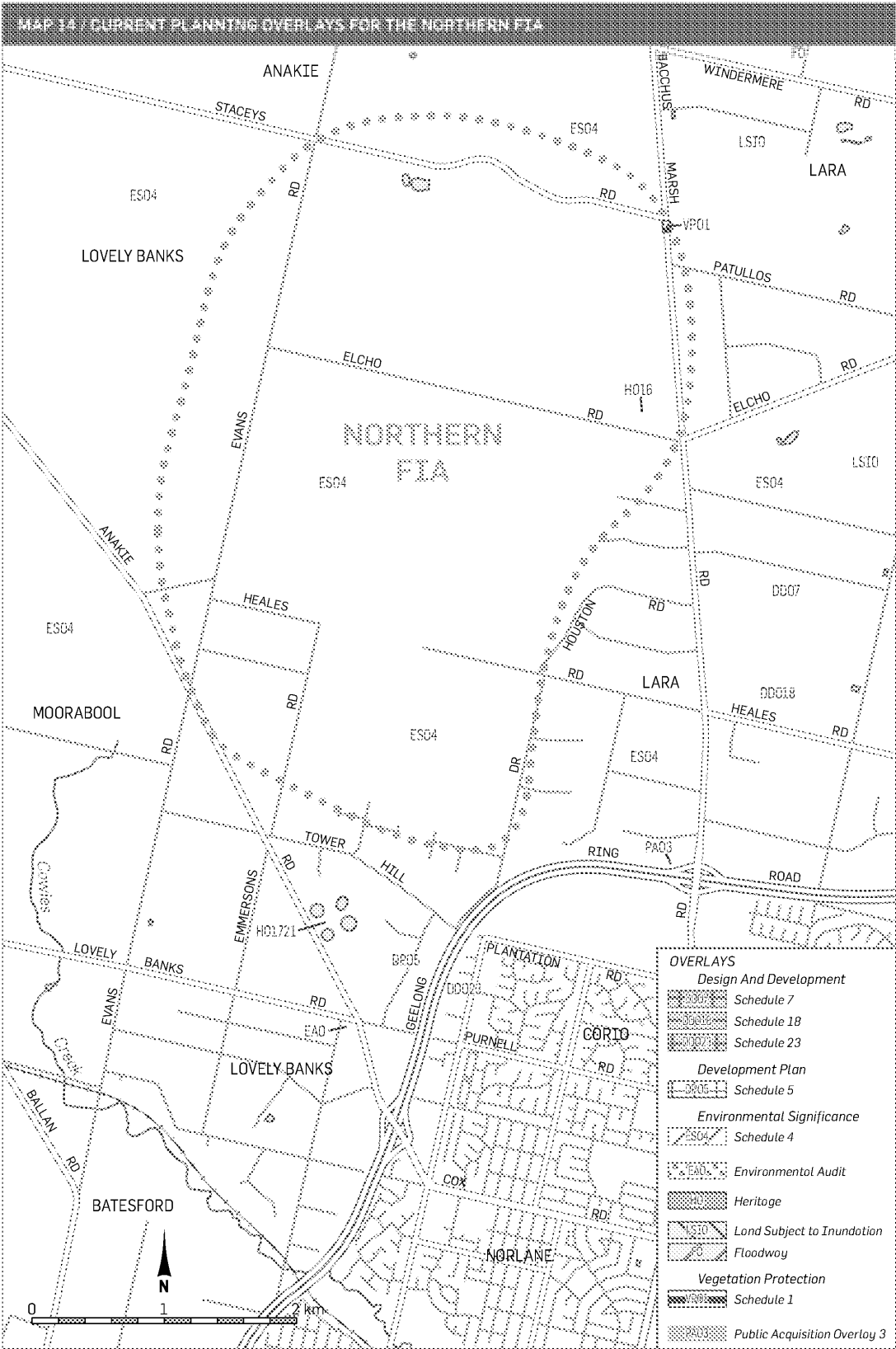
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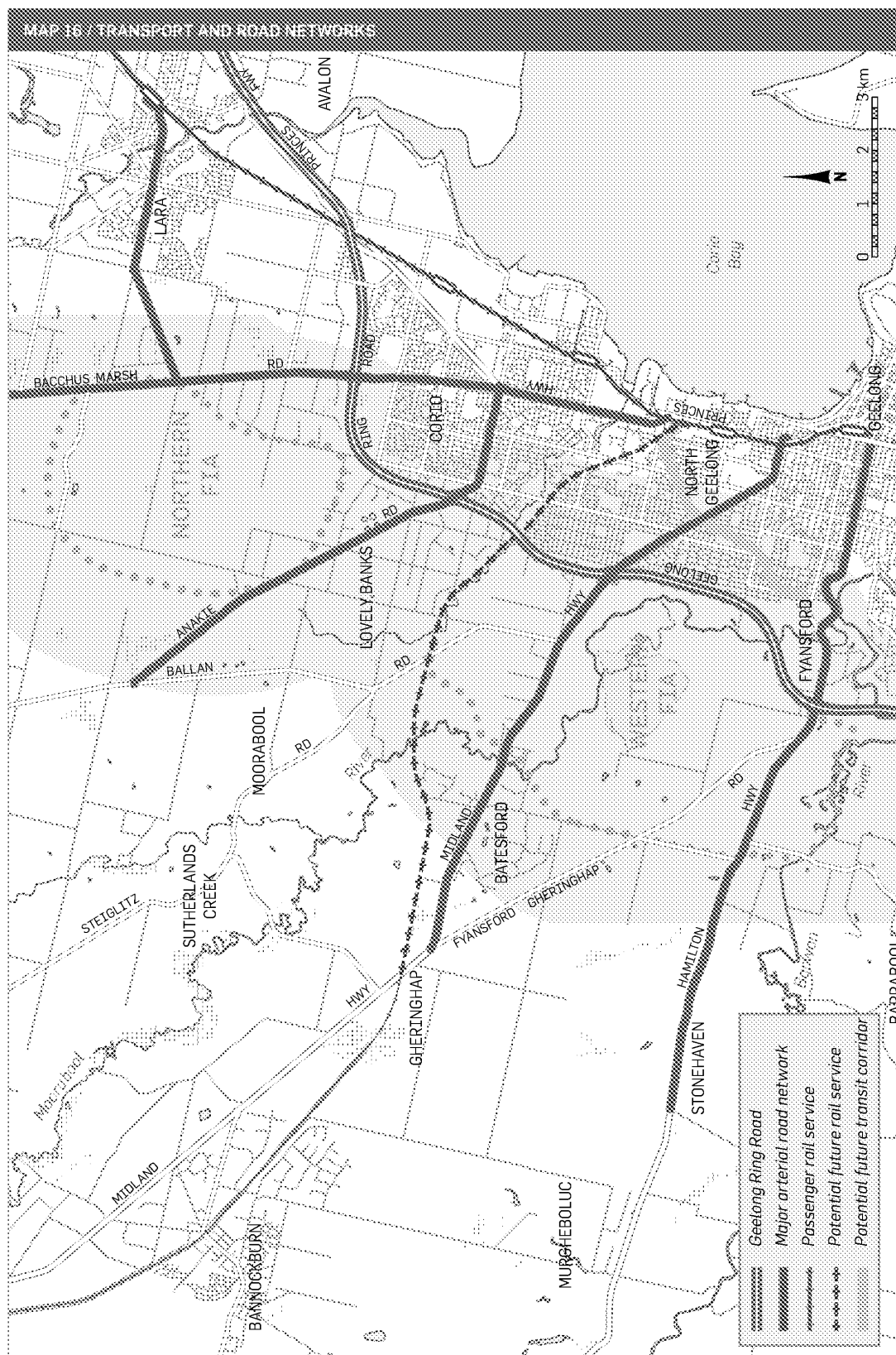


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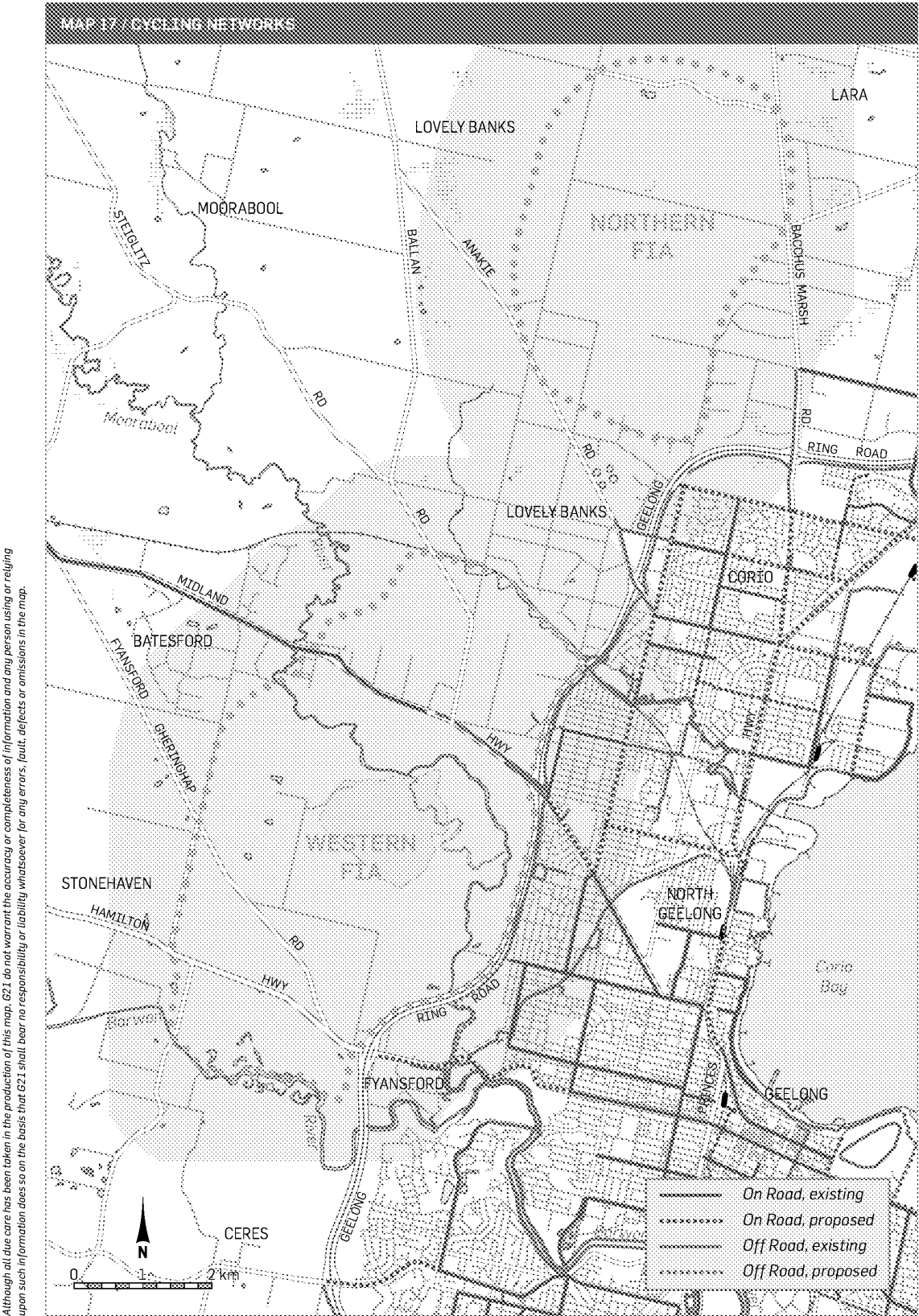


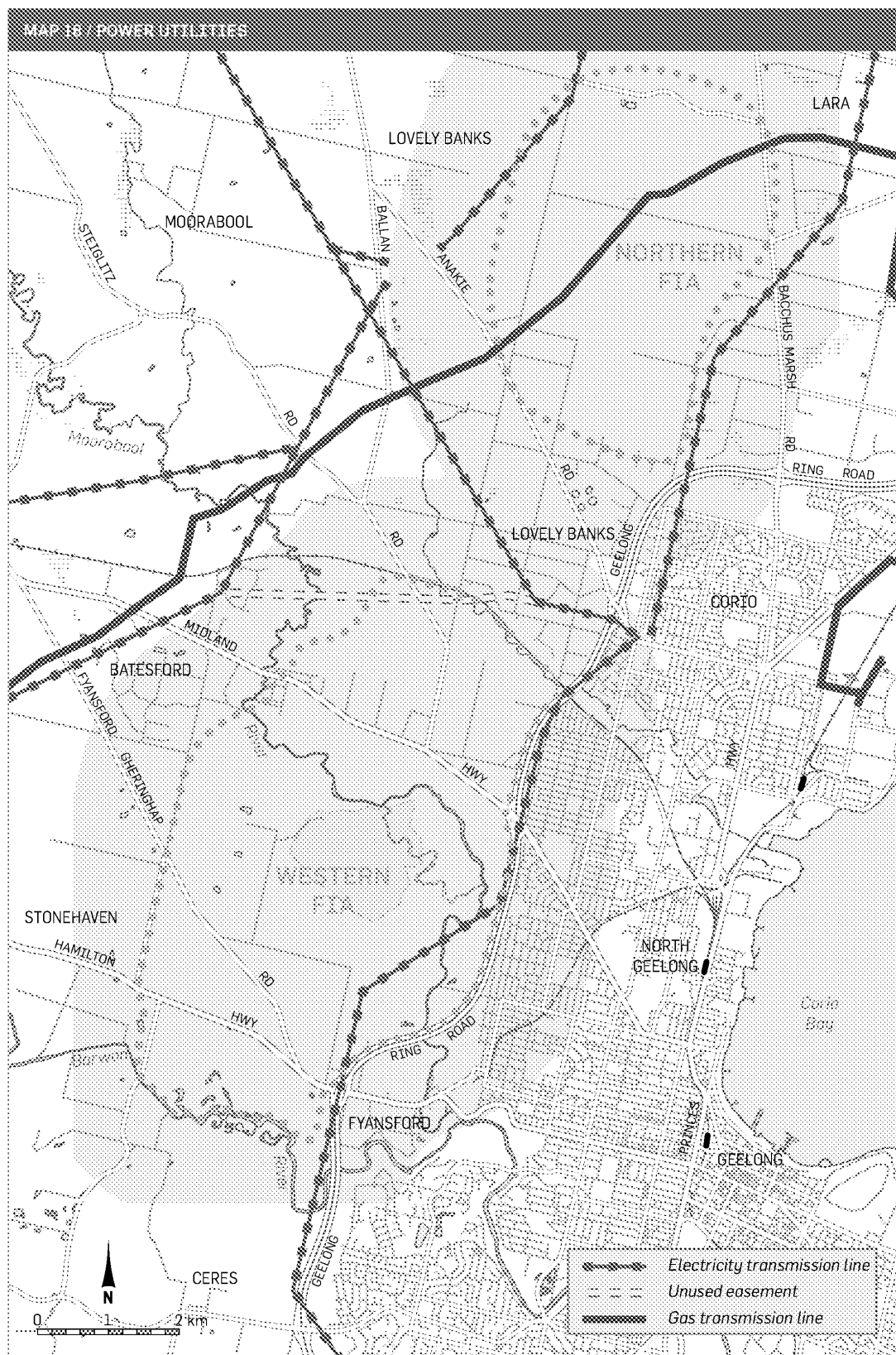




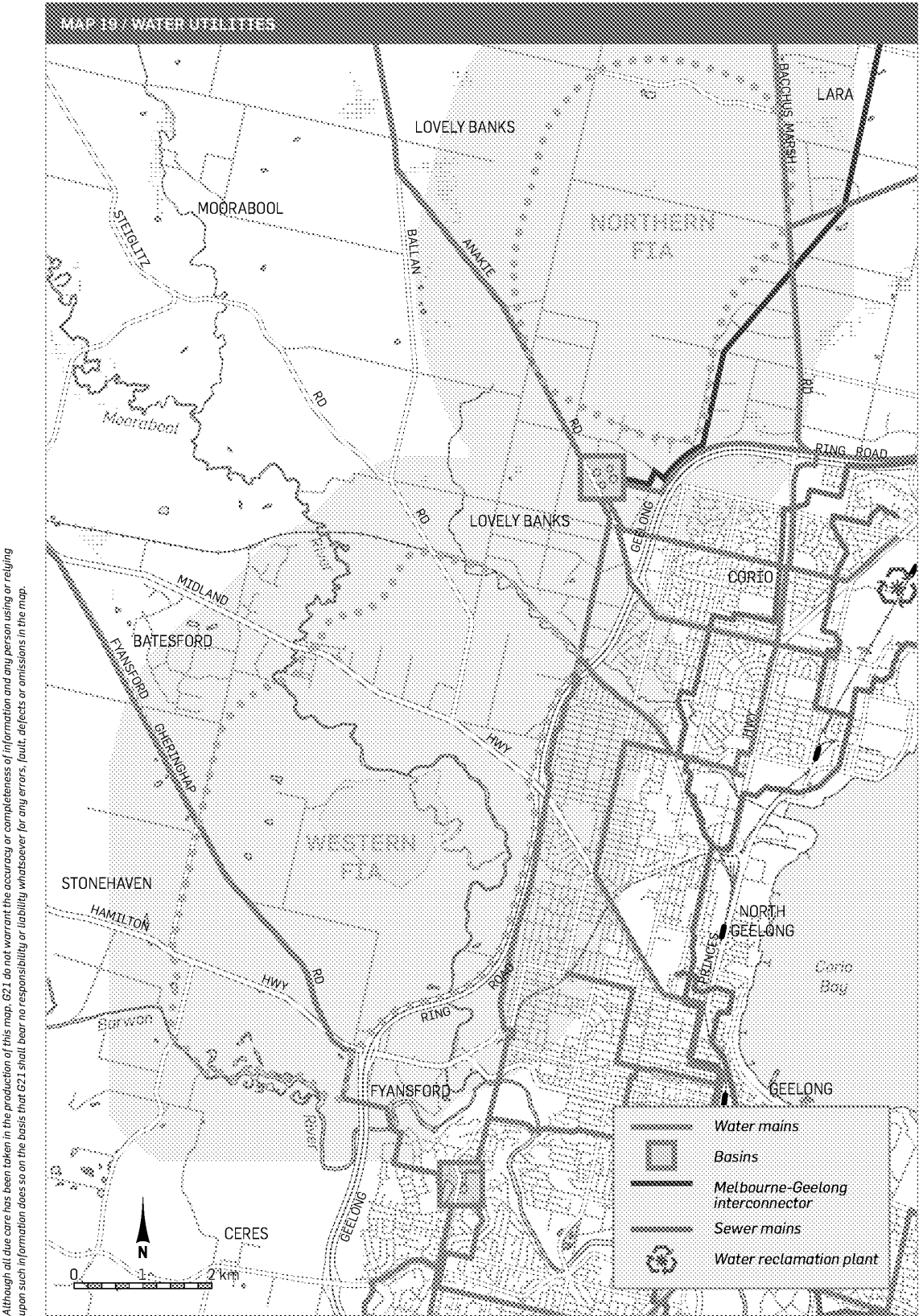


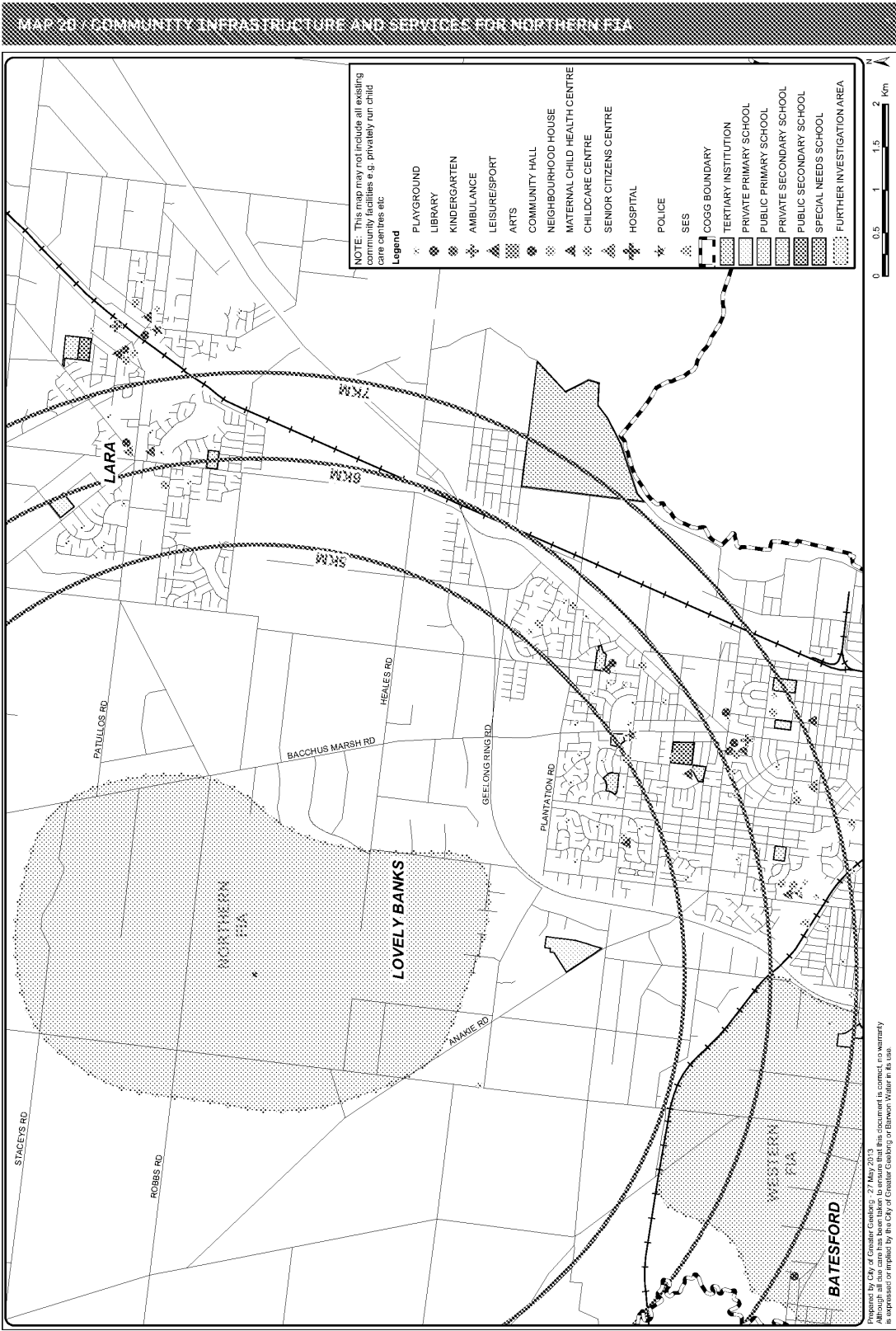
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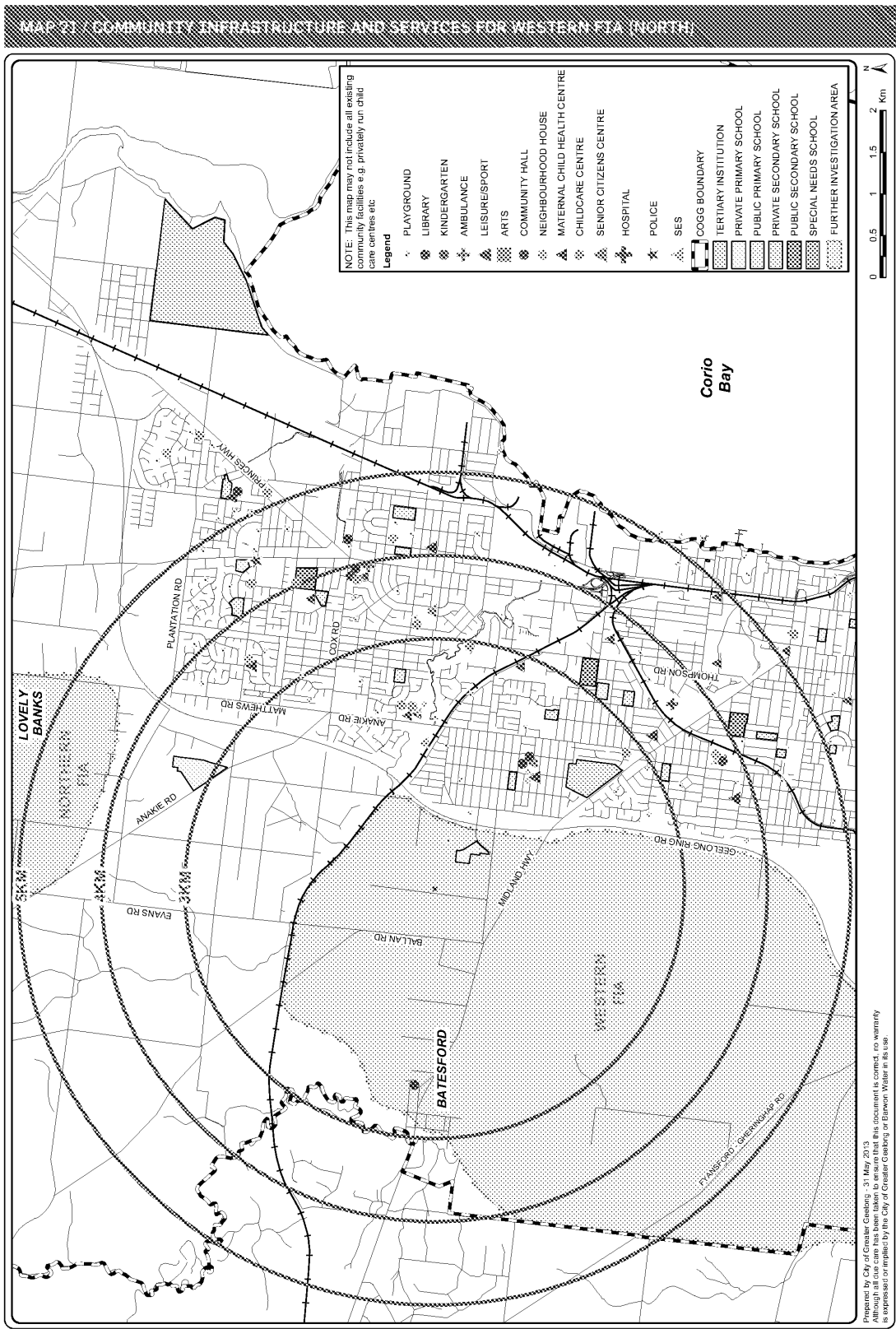
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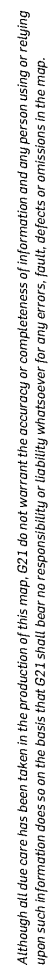




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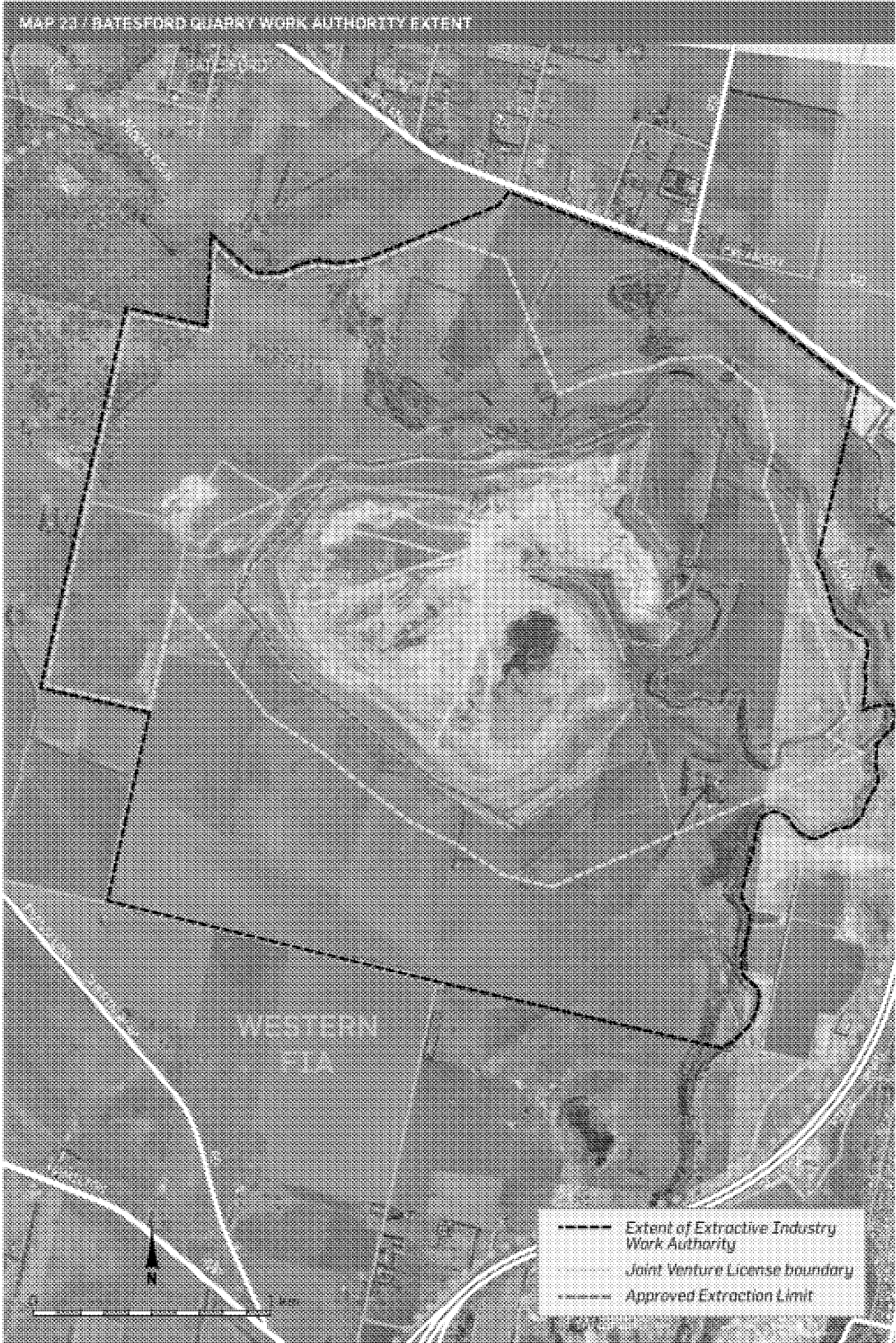
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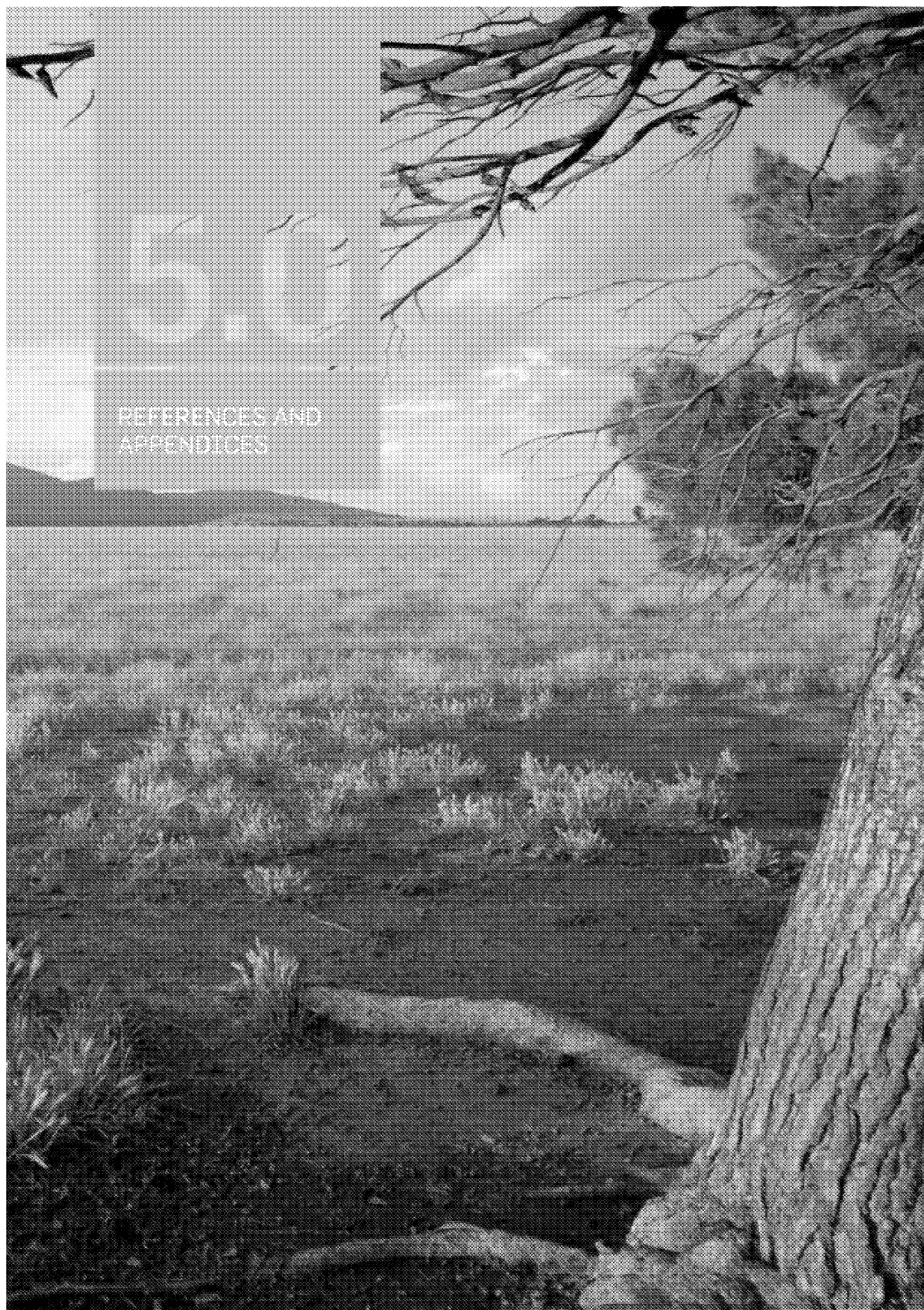






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CONSULTATIONS

The project team met with a number of representatives from a range of organisations in developing the infrastructure plan and undertaking the analysis of the further Investigation Areas including:

Ambulance Victoria

APA GasNet

Avalon Airport

Batesford, Fyansford, Stonehaven Landcare Group

Barwon Health

Barwon Region IWCM Network

Barwon Region Waste Management Group

Barwon Water

Bellarine Community Health

Bike Safe

Borough of Queenscliffe

Central Coastal Board

City of Greater Geelong

Coastal committees of management -
GORCC, Bellarine Bayside and Barwon Coast

Colac Area Health

Colac Otway Shire

Corangamite Catchment Management Authority

Corangamite Regional Library Corporation

Country Fire Authority

Deakin University

Department of Education and Early
Childhood Development

Department of Environment and Primary Industries

Department of Human Services

Department of State Development,
Business and Innovation

Department of Transport,
Planning and Local Infrastructure

Department of Treasury and Finance

Environment Protection Authority

Geelong Port

Geelong Regional Library Corporation

Golden Plains Shire

The Gordon

GPAC

Growth Areas Authority

G21 Health & Wellbeing project coordinator

G21 Transport Pillar

Hesse Rural Health

Land owners within the Further Investigation
Areas and their consultant teams

NBN Co

Northern Futures

Office of Housing

Parks Victoria

Powercor

Public Transport Victoria

SP Ausnet

Surf Coast Shire

Western Coastal Board

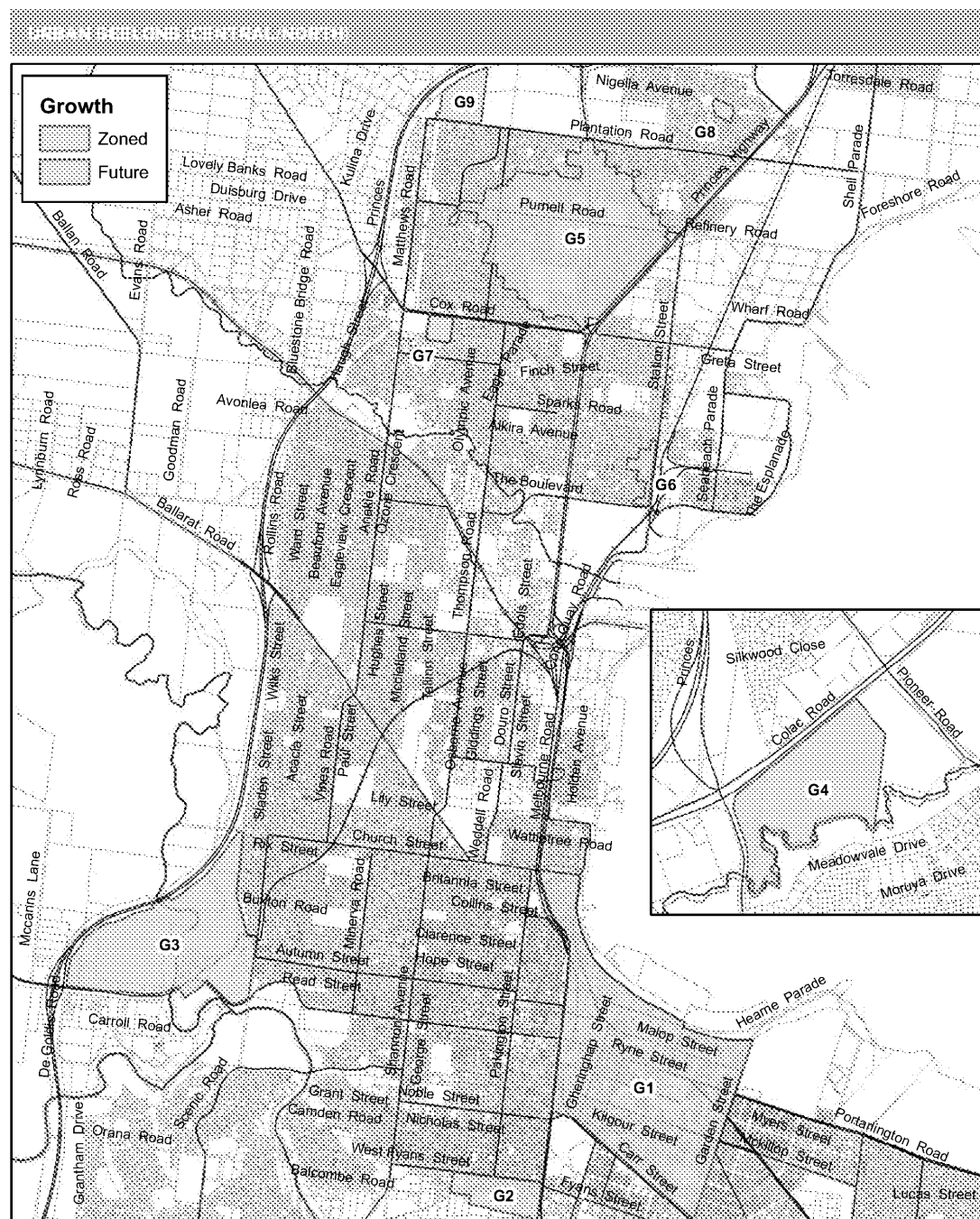
Victoria Police

Victorian Regional Channels Authority

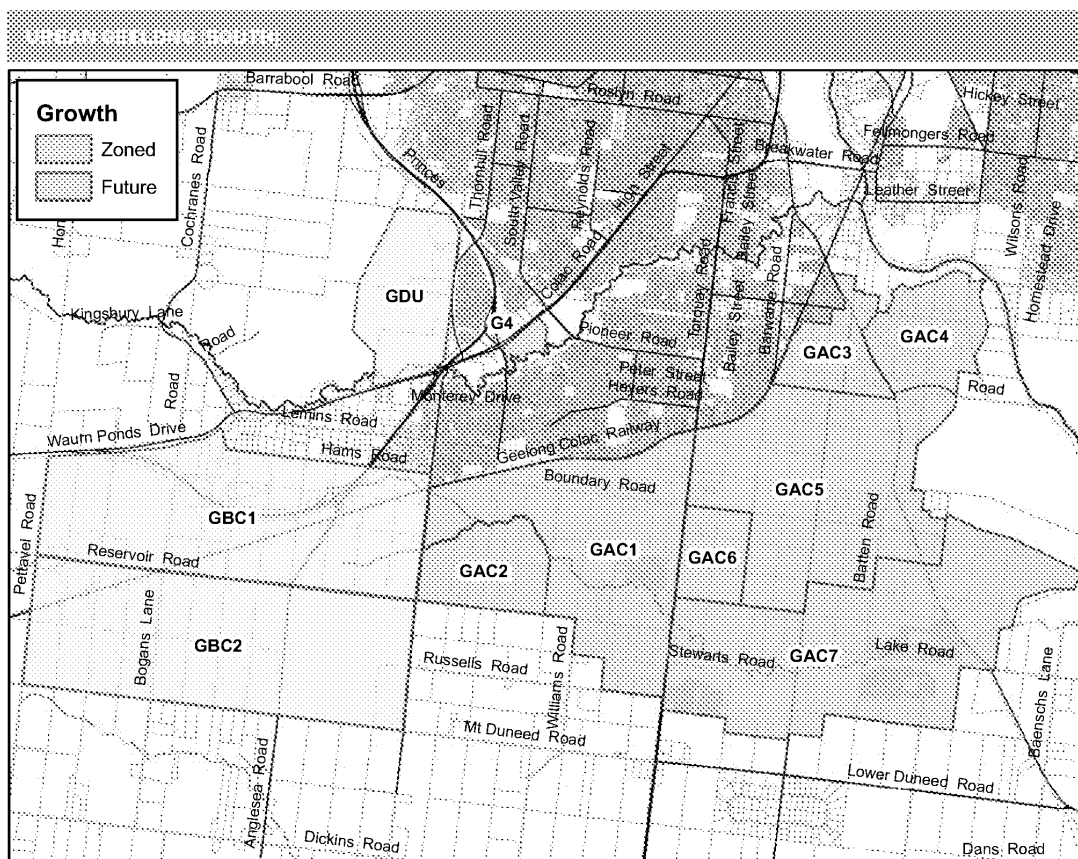
VicRoads

VicTrack

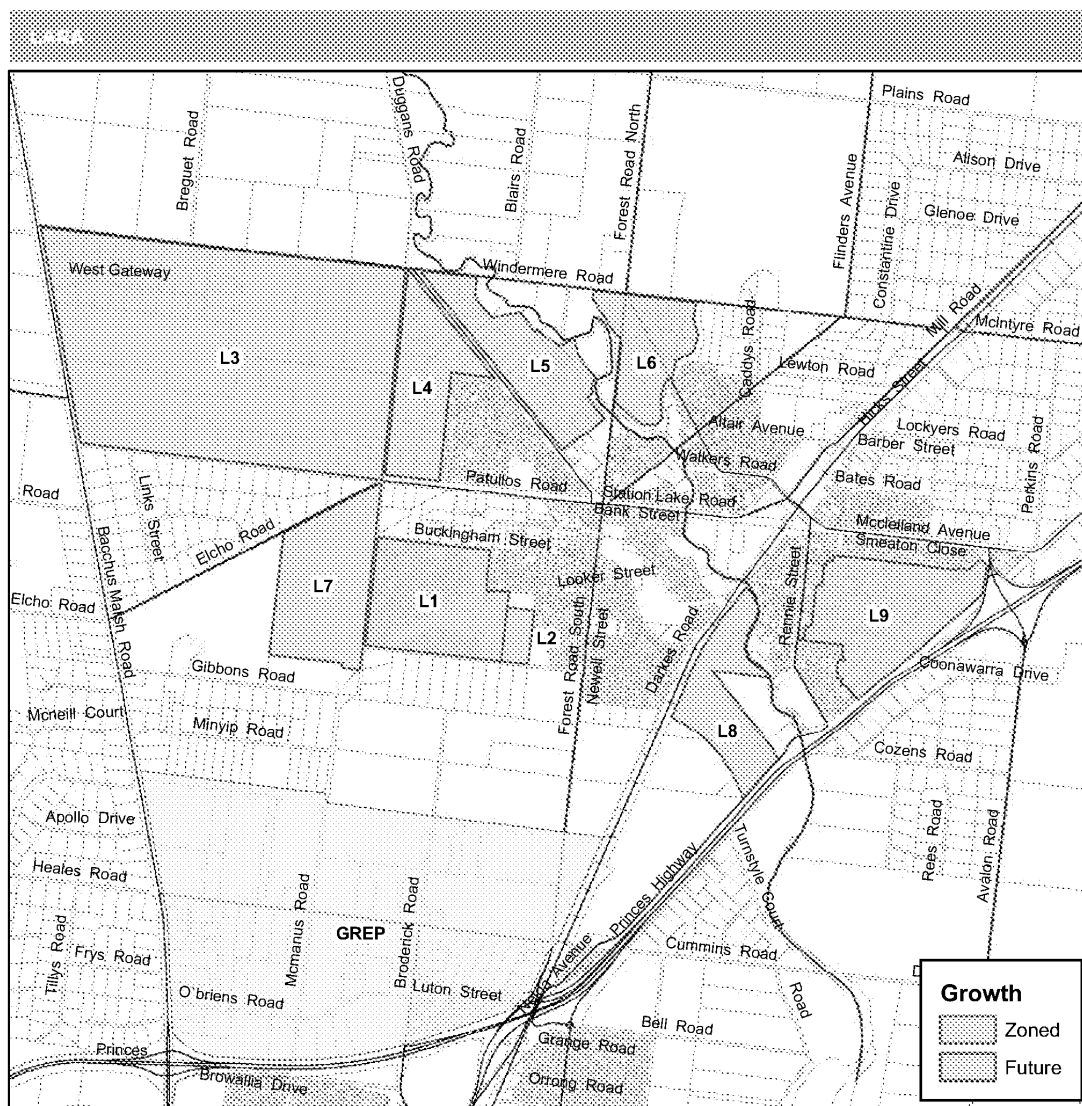
APPENDIX A – GROWTH AREA MAPS



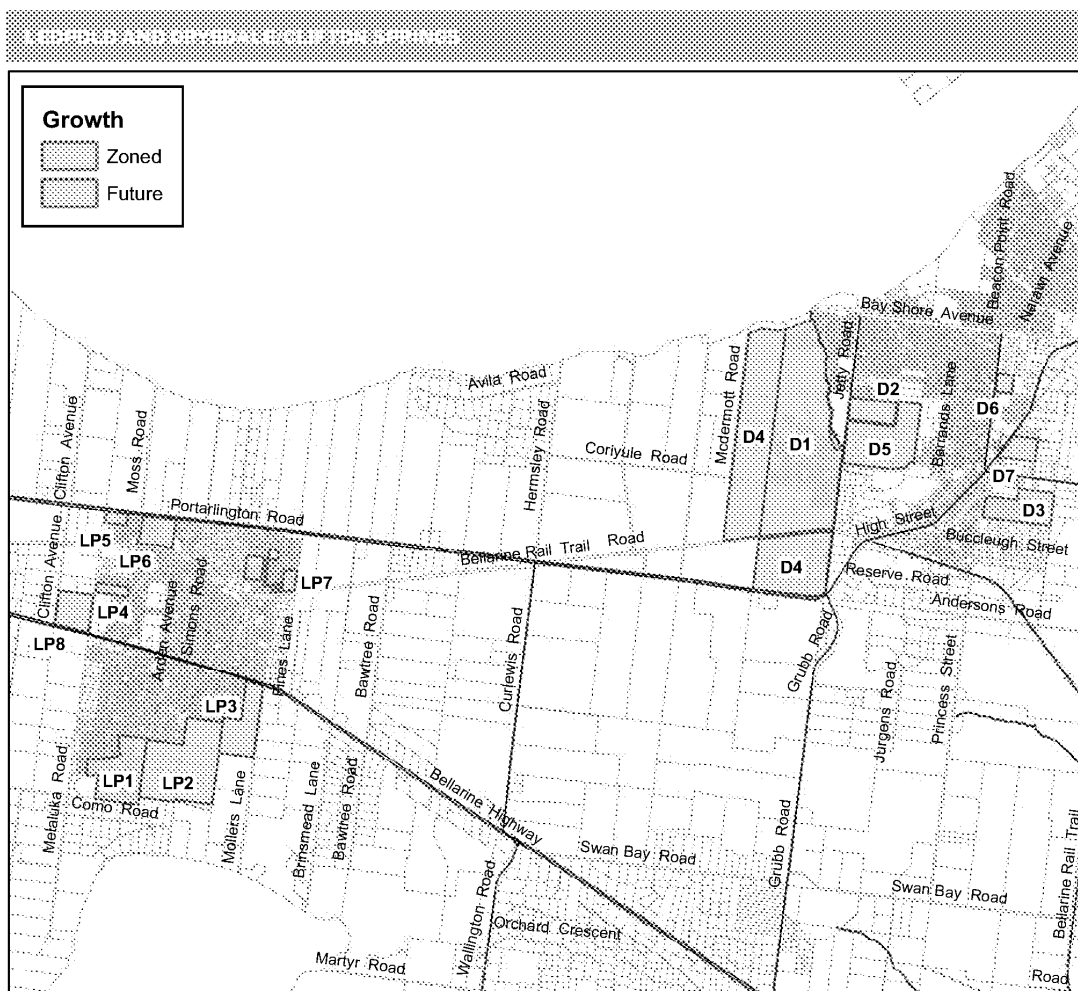
| Map Id | Council | Town | Cl | Use | Growth | Land | Lots | Lot size | Area | Time | Location |
|--------|---------|---------|----|-------|--------|--------|-------|-----------------------|-----------|-------------|-----------------------------|
| G0 | CoGG | Geelong | D | Res | Zoned | Infill | 20200 | 300-700m2 | 0 | Ongoing | Rest of Geelong disp infill |
| G1 | CoGG | Geelong | D | HDRes | Zoned | Infill | 2778 | 200-500m2 | 3,080,877 | Ongoing | Central Geelong infill |
| G2 | CoGG | Geelong | D | HDRes | Zoned | Infill | 500 | 200-300m2 | 275,967 | 2015+ | West Fyans infill - S1 |
| G3 | CoGG | Geelong | D | Res | Zoned | Infill | 2020 | 500-700m2; 15 lots/ha | 1,632,240 | 2015+ | Fyansford infill |
| G4 | CoGG | Geelong | D | Res | Zoned | Infill | 300 | 15-20 lots/ha | 187,990 | 2020+ | Waurin Ponds infill |
| G5 | CoGG | Geelong | D | Res | Zoned | Infill | 3337 | 300-700m2 | 2,166,396 | Ongoing | Corio dispersed infill |
| G6 | CoGG | Geelong | D | Res | Zoned | Infill | 0 | 200-400m2 | 85,125 | Ongoing | North Shore densification |
| G7 | CoGG | Geelong | D | Res | Future | Infill | 0 | 300-500m2 | 60,055 | 2015+ | Former Norlane HS site |
| G8 | CoGG | Geelong | D | Res | Future | Infill | 0 | 300-500m2 | 30,730 | 2015+ | Former Rosew all PS site |
| G9 | CoGG | Geelong | D | Res | Zoned | Infill | 200 | 500-700m2 | 187,288 | 2015 - 2025 | Plantation Road |



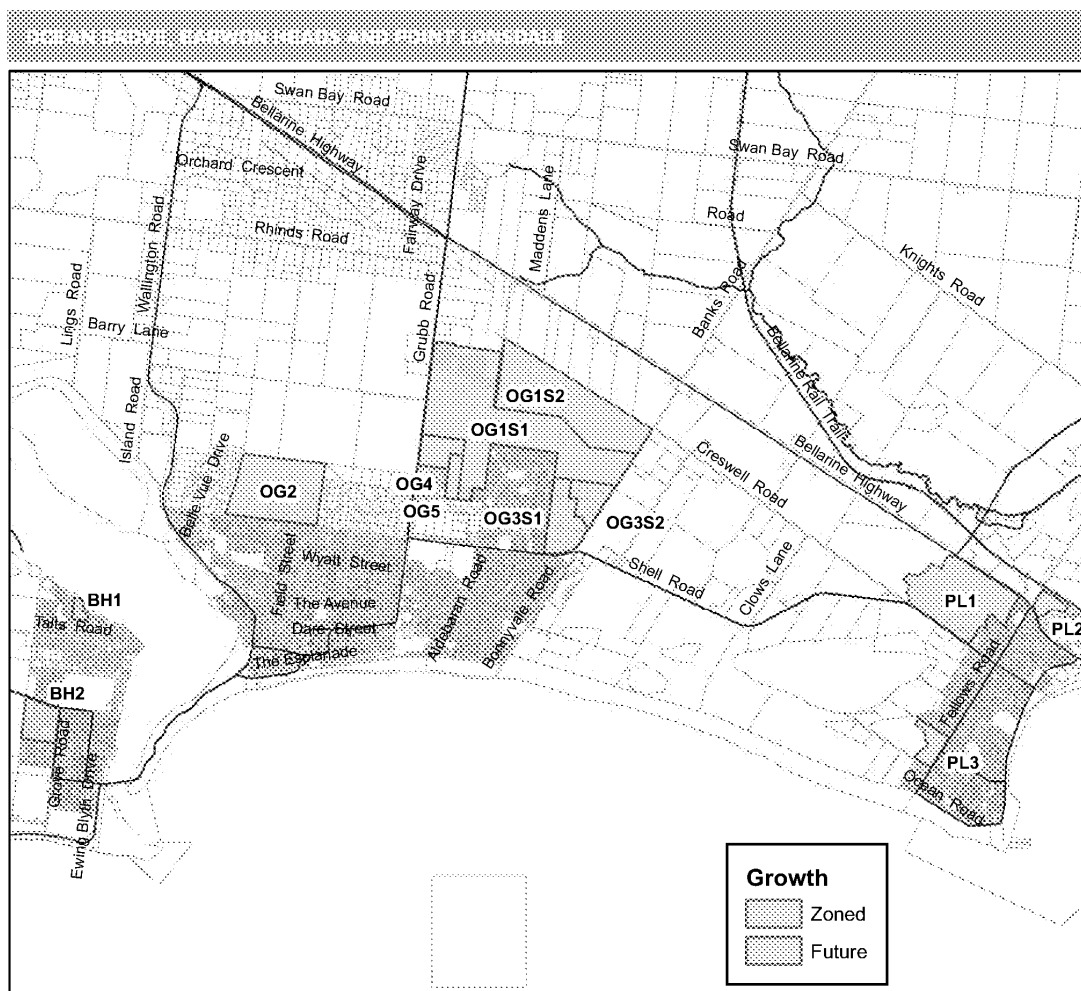
| Map Id | Council | Town | Cl | Use | Growth | Land | Lots | Lot size | Area | Time | Location |
|--------|---------|---------|----|-----|--------|------|------|-----------------------|-----------|-------------|------------------------|
| GAC1 | CoGG | Geelong | D | Res | Future | New | 0 | | 5,594,383 | 2013 - 2037 | West Precinct |
| GAC2 | CoGG | Geelong | D | Ind | Future | New | 0 | | 1,572,538 | 2017 - 2040 | Western Industrial |
| GAC3 | CoGG | Geelong | D | Res | Future | New | 0 | | 1,471,340 | 2015 - 2040 | Marshall Precinct |
| GAC4 | CoGG | Geelong | D | Ind | Future | New | 0 | | 1,710,309 | 2013 - 2026 | North East Industrial |
| GAC5 | CoGG | Geelong | D | Res | Future | New | 0 | | 6,817,550 | 2015 - 2039 | Horseshoe Bend |
| GAC6 | CoGG | Geelong | D | Com | Future | New | 0 | | 686,330 | 2014 - 2045 | Major Activity Centre |
| GAC7 | CoGG | Geelong | D | Res | Future | New | 0 | | 7,961,335 | 2013 - 2031 | East Precinct |
| GBC1 | CoGG | Geelong | D | Ind | LT | New | 0 | | 7,450,277 | 2040+ | Blue Circle Stage 1 |
| GBC2 | CoGG | Geelong | D | Ind | LT | New | 0 | | 7,834,670 | 2040+ | Blue Circle Stage 2 |
| GDU | CoGG | Geelong | D | Com | | New | 0 | Large footprint bldgs | 2,175,209 | 2020+ | Deakin Uni/MO precinct |



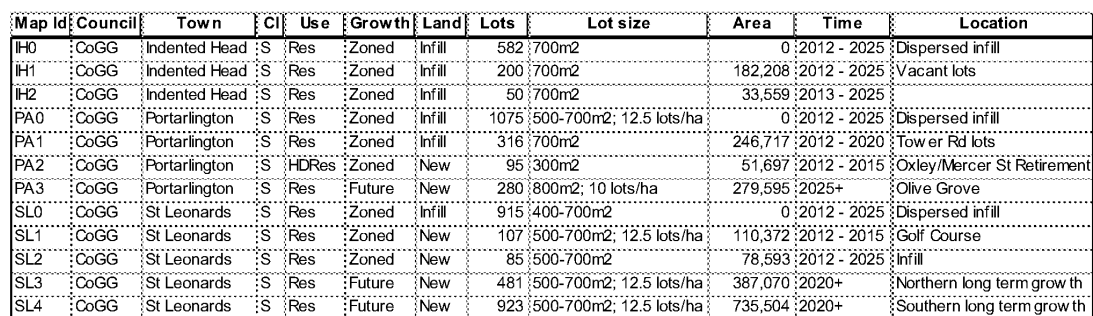
| Map Id | Council | Town | Cl | Use | Growth | Land | Lots | Lot size | Area | Time | Location |
|--------|---------|---------|----|-------|--------|--------|------|------------------------|-----------|---------------|-------------------------------|
| GREP | CoGG | Geelong | D | Ind | | New | | 0:4000m2 - 1.5ha | 5,280,591 | 2012+ | GREP com/ind area |
| L0 | CoGG | Lara | D | Res | Zoned | Infill | 1100 | 500-700m2; 15 lots/ha | | 0:2012 - 2025 | Dispersed infill |
| L1 | CoGG | Lara | D | Res | Zoned | Infill | 800 | 400-700m2; 10 lots/ha | 768,121 | 2012 - 2017 | Grand Lakes/other/disp infill |
| L2 | CoGG | Lara | D | Res | Zoned | New | 80 | 700m2; 10 lots/ha | 81,809 | 2012 - 2015 | Canterbury Road West |
| L3 | CoGG | Lara | D | Res | Future | New | 4000 | 500-700m2; 15 lots/ha | 3,894,375 | 2015 - 2030 | West growth area |
| L4 | CoGG | Lara | D | Res | Future | New | 590 | 800-1000m2; 10 lots/ha | 590,145 | 2015 - 2030 | Manzene Ave |
| L5 | CoGG | Lara | D | LDRes | Future | Infill | 120 | 4000m2 | 600,090 | 2020 - 2030 | |
| L6 | CoGG | Lara | D | LDRes | Future | Infill | 100 | 4000m2 | 454,097 | 2021 - 2030 | |
| L7 | CoGG | Lara | D | Res | Future | New | 600 | 700m2; 10 lots/ha | 777,694 | 2020+ | Elcho Road |
| L8 | CoGG | Lara | D | Res | Future | New | 415 | 700m2; 10 lots/ha | 503,683 | 2015 - 2020 | Canterbury Road East |
| L9 | CoGG | Lara | D | LDRes | Future | Infill | 150 | 4000m2 | 820,919 | 2022 - 2030 | |

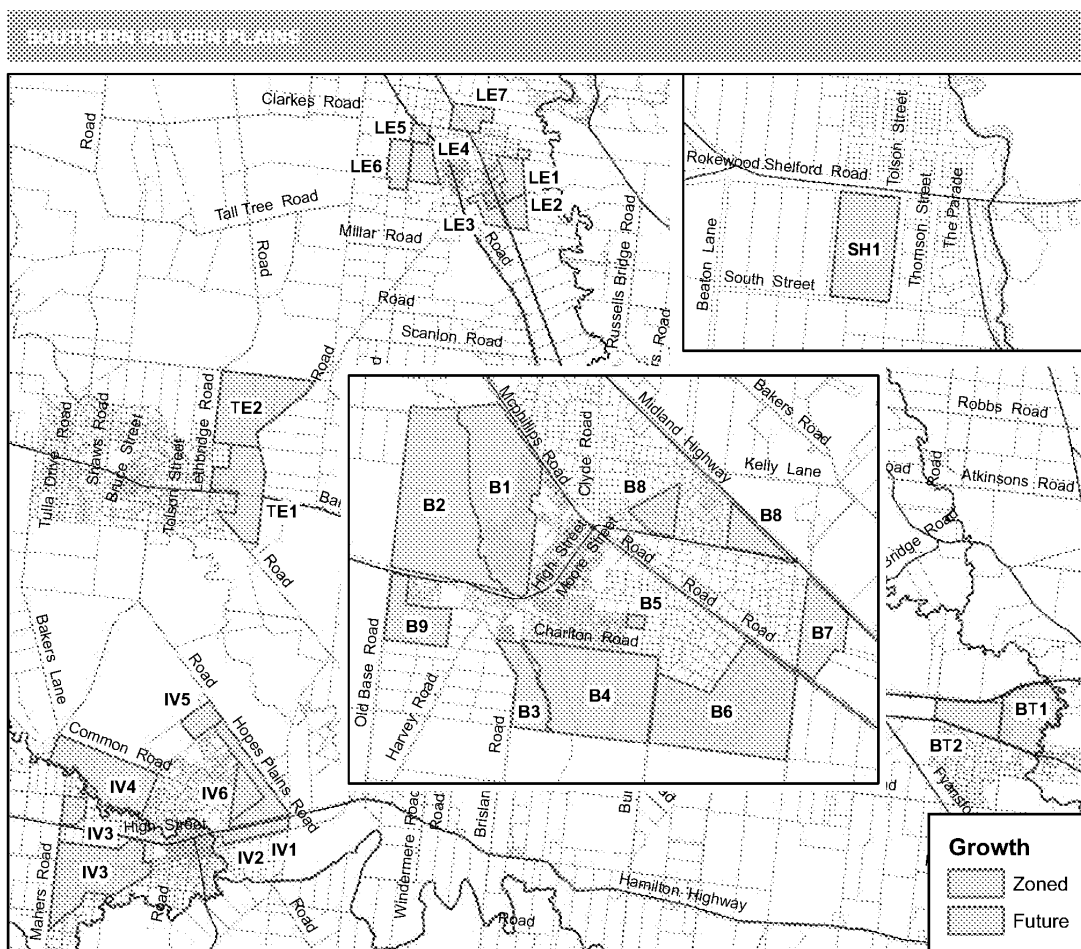


| Map Id | Council | Town | Cl | Use | Growth | Land | Lots | Lot size | Area | Time | Location |
|--------|---------|----------|----|-----|--------|--------|------|-------------------------|-----------|-------------|-------------------------------|
| D0 | CoGG | Drysdale | D | Res | Zoned | Infill | 2153 | 500-700m2; 12.5 lots/ha | 0 | 2012 - 2020 | Dispersed Infill |
| D1 | CoGG | Drysdale | D | Res | Zoned | New | 1800 | 500-700m2; 12.5 lots/ha | 1,516,544 | 2013 - 2025 | Jetty Road Stage 1 |
| D2 | CoGG | Drysdale | D | Res | Zoned | Infill | 120 | 500-700m2; 12.5 lots/ha | 125,432 | 2012 - 2017 | Ada St estate |
| D3 | CoGG | Drysdale | D | Res | Zoned | Infill | 300 | 500-700m2; 12.5 lots/ha | 234,517 | 2018 - 2030 | Princes St infill |
| D4 | CoGG | Drysdale | D | Res | Future | New | 1600 | 500-700m2; 12.5 lots/ha | 1,471,608 | 2025+ | Jetty Road Growth Area |
| D5 | CoGG | Drysdale | D | Res | Future | Infill | 400 | 500-700m2; 12.5 lots/ha | 446,977 | 2012 - 2017 | Infill (RLZ conversion 2018+) |
| D6 | CoGG | Drysdale | D | Res | Future | Infill | 45 | 500-700m2; 12.5 lots/ha | 36,657 | 2012 - 2017 | Future infill |
| D7 | CoGG | Drysdale | D | Res | Zoned | Infill | 100 | 500-700m2; 12.5 lots/ha | 88,078 | 2025 - 2030 | Sproat St Infill |
| LP0 | CoGG | Leopold | D | Res | Zoned | Infill | 1165 | 500-700m2; 12.5 lots/ha | 0 | 2012 - 2025 | Dispersed infill |
| LP1 | CoGG | Leopold | D | Res | Zoned | Infill | 450 | 500-700m2; 12.5 lots/ha | 339,819 | 2012 - 2025 | Melaluka Road |
| LP2 | CoGG | Leopold | D | Res | Future | New | 480 | 500-700m2; 12.5 lots/ha | 648,235 | 2020+ | Ash Road West |
| LP3 | CoGG | Leopold | D | Res | Future | New | 516 | 500-700m2; 12.5 lots/ha | 237,796 | 2025+ | Ash Road East |
| LP4 | CoGG | Leopold | D | Res | Zoned | Infill | 45 | 500-700m2; 12.5 lots/ha | 36,666 | 2012 - 2020 | Infill |
| LP5 | CoGG | Leopold | D | Res | Zoned | Infill | 38 | 500-700m2; 12.5 lots/ha | 31,601 | 2013 - 2020 | Infill |
| LP6 | CoGG | Leopold | D | Res | Zoned | Infill | 150 | 500-700m2; 12.5 lots/ha | 119,194 | 2014 - 2020 | Infill |
| LP7 | CoGG | Leopold | D | Res | Zoned | Infill | 120 | 500-700m2; 12.5 lots/ha | 107,317 | 2015 - 2020 | Infill |
| LP8 | CoGG | Leopold | D | Com | Future | New | 0 | | 156,867 | 2013+ | Shopping centre exp (MUZ) |



| Map Id | Council | Town | Cl | Use | Growth | Land | Lots | Lot size | Area | Time | Location |
|--------|---------|----------------|----|-------|--------|--------|------|--------------------------------------|-----------|-------------|----------------------------|
| OG0 | CoGG | Ocean Grove | D | Res | Zoned | Infill | 1934 | 500-700m ² ; 12.5 lots/ha | 0 | 2012 - 2020 | Dispersed infill |
| OG1S1 | CoGG | Ocean Grove | D | Res | Zoned | New | 2600 | 500-700m ² ; 12.5 lots/ha | 1,767,825 | 2013 - 2025 | Northern growth area (C60) |
| OG1S2 | CoGG | Ocean Grove | D | Res | Zoned | New | 1000 | 500-700m ² ; 12.5 lots/ha | 1,015,764 | 2025+ | |
| OG2 | CoGG | Ocean Grove | D | LDRes | Zoned | Infill | 250 | 2000-3000m ² | 739,302 | 2012 - 2018 | Yellow Gums/Kingston Dwn |
| OG3S1 | CoGG | Ocean Grove | D | Res | Future | New | 260 | 800-1000m ² ; 10 lots/ha | 286,698 | 2015 - 2020 | Banks Road (C203 RL to R1) |
| OG3S2 | CoGG | Ocean Grove | D | Res | Future | New | 170 | 800-1000m ² ; 10 lots/ha | 171,972 | 2020+ | Banks Road (C203 RL to R1) |
| OG4 | CoGG | Ocean Grove | D | Com | Future | New | 0 | | 155,810 | 2025+ | New activity centre |
| OG5 | CoGG | Ocean Grove | D | Ind | Future | New | 40 | 1200-1500m ² | 79,497 | 2015+ | Industrial estate |
| BH0 | CoGG | Barwon Head | S | Res | Zoned | Infill | 682 | 500-600m ² | 0 | 2012 - 2020 | Dispersed infill |
| BH1 | CoGG | Barwon Head | S | Res | Zoned | New | 48 | 500-600m ² | 34,889 | 2012 - 2020 | |
| BH2 | CoGG | Barwon Head | S | Res | Zoned | New | 70 | 500-700m ² | 176,521 | 2012 - 2020 | |
| PL0 | CoGG | Point Lonsdale | S | HDRes | Zoned | Infill | 320 | 300-400m ² | 0 | 2012 - 2020 | Dispersed infill |
| PL1 | CoGG | Point Lonsdale | S | Res | Zoned | New | 718 | 700m ² ; 9 lots/ha | 770,039 | 2012 - 2020 | Stocklands |
| PL2 | CoGG | Point Lonsdale | S | Res | Zoned | New | 15 | 1000m ² ; 8 lots/ha | 69,967 | 2012 - 2015 | Murray Road (constrained) |
| PL3 | CoGG | Point Lonsdale | S | Res | Future | New | 100 | 700m ² ; 9 lots/ha | 102,367 | 2014 - 2018 | Golf Course |

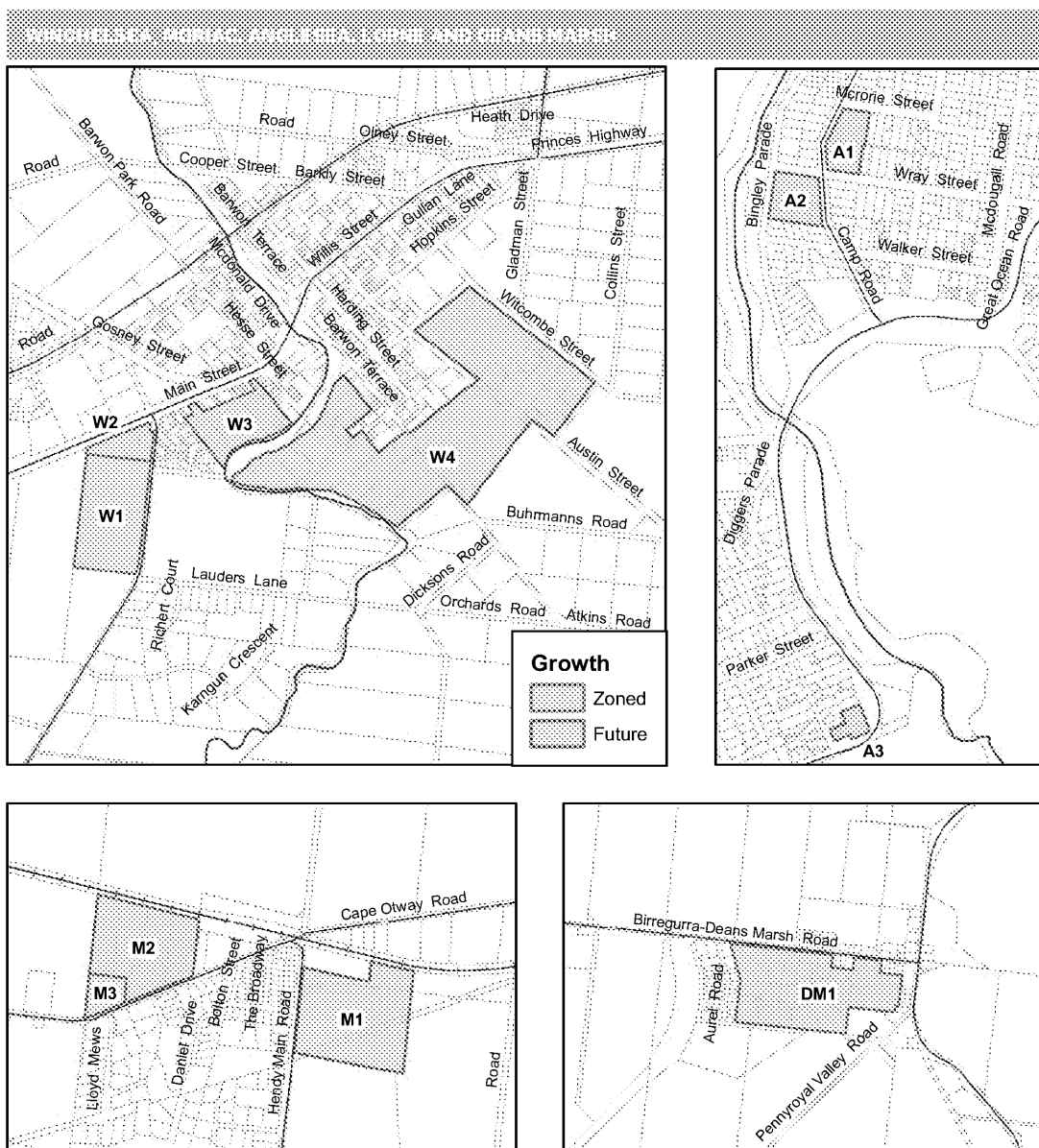




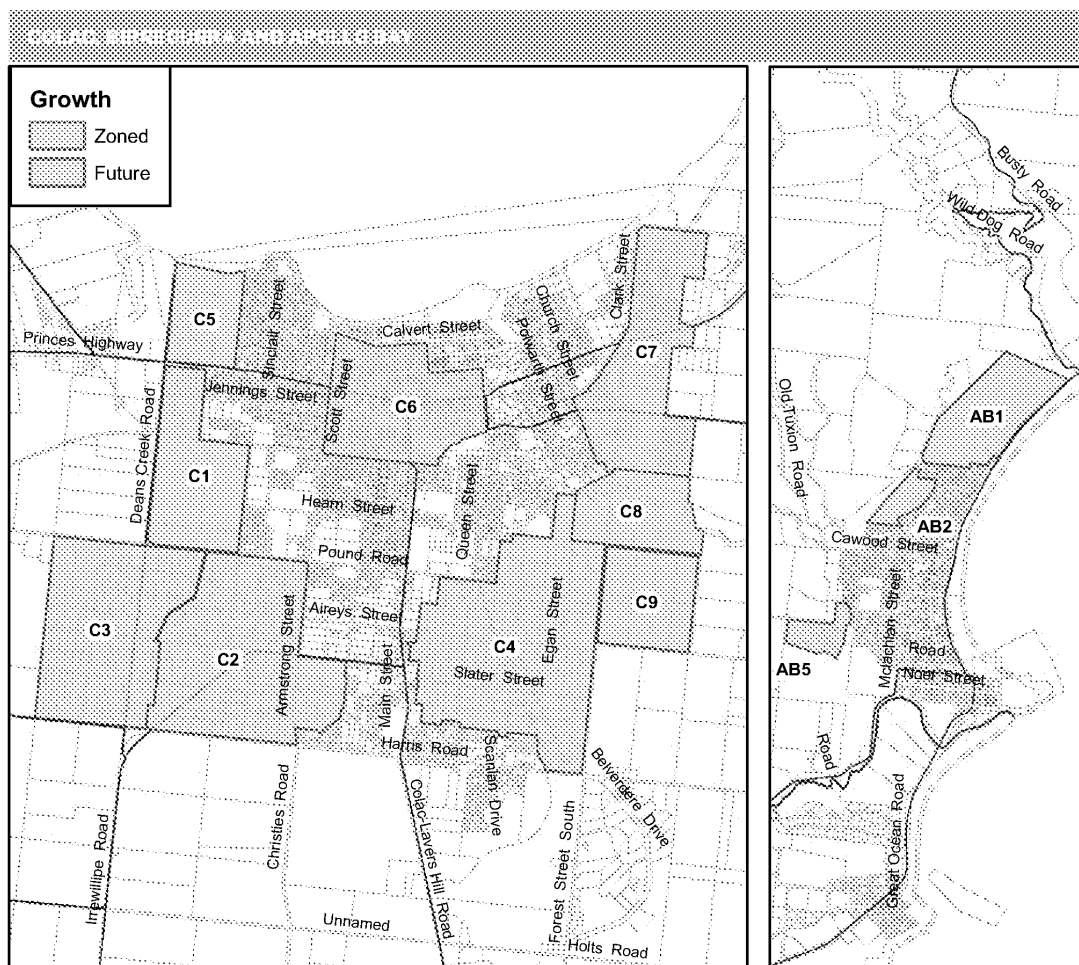
| Map Id | Council | Town | CI | Use | Growth | Land | Lots | Lot size | Area | Time | Location |
|--------|---------|-------------|----|-------|--------|--------|------|----------|-----------|---------------|-------------------------|
| B1 | GPS | Bannockburn | D | Res | Zoned | New | 833 | 500sqm | 1,395,763 | Ongoing | NW – East Creek |
| B2 | GPS | Bannockburn | D | Res | Zoned | New | 997 | 1250sqm | 1,703,056 | 2015 - 2025 | NW – West Creek |
| B3 | GPS | Bannockburn | D | Res | Zoned | New | 354 | 1000sqm | 330,483 | 2015 - 2035 | S – West Creek |
| B4 | GPS | Bannockburn | D | Res | Zoned | New | 995 | 1000sqm | 1,334,777 | 2015 - 2035 | S – East Creek |
| B5 | GPS | Bannockburn | D | Res | Zoned | Infill | 25 | | 32,511 | Developed | S – Central |
| B6 | GPS | Bannockburn | D | LDRes | Zoned | New | 132 | 1600sqm | 1,555,877 | 1-2 years | South – East |
| B7 | GPS | Bannockburn | D | LDRes | Zoned | New | 42 | 9000sqm | 434,055 | 2015 - 2025 | East |
| B8 | GPS | Bannockburn | D | LDRes | Zoned | New | 36 | 8000sqm | 403,499 | Ongoing | North East |
| B9 | GPS | Bannockburn | D | Ind | Future | New | 0 | | 396,875 | | Business park expansion |
| BT1 | GPS | Batesford | N | RuRes | Future | New | 197 | 8000sqm | 1,579,698 | Ongoing | |
| BT2 | GPS | Batesford | N | RuRes | Future | New | 119 | 8000sqm | 954,406 | 4+ years | |
| IV1 | GPS | Inverleigh | N | LDRes | Zoned | New | 124 | 8000sqm | 992,997 | | |
| IV2 | GPS | Inverleigh | N | LDRes | Zoned | New | 52 | 8000sqm | 419,518 | | |
| IV3 | GPS | Inverleigh | N | LDRes | Future | Infill | 358 | 8000sqm | 2,867,968 | 5+ years | |
| IV4 | GPS | Inverleigh | N | LDRes | Future | New | 255 | 8000sqm | 2,044,143 | 15+ years | |
| IV5 | GPS | Inverleigh | N | LDRes | Future | New | 53 | 8000sqm | 425,742 | 15+ years | |
| IV6 | GPS | Inverleigh | N | LDRes | Zoned | New | 60 | 8000sqm | 485,803 | | |
| LE1 | GPS | Lethbridge | N | LDRes | Zoned | New | 63 | 8000sqm | 507,613 | | |
| LE2 | GPS | Lethbridge | N | LDRes | Zoned | New | 41 | 8000sqm | 328,962 | | |
| LE3 | GPS | Lethbridge | N | Res | Zoned | New | 353 | 8000sqm | 282,459 | | |
| LE4 | GPS | Lethbridge | N | Res | Zoned | New | 60 | 8000sqm | 483,377 | | |
| LE5 | GPS | Lethbridge | N | LDRes | Zoned | New | 20 | 8000sqm | 162,880 | | |
| LE6 | GPS | Lethbridge | N | LDRes | Future | New | 64 | 8000sqm | 517,373 | 10-15 years + | |
| LE7 | GPS | Lethbridge | N | LDRes | Future | New | 59 | 8000sqm | 474,933 | 10-15 years + | |
| SH1 | GPS | Shelford | N | RuRes | Future | New | 13 | 8000sqm | 104,262 | 2+ years | |
| TE1 | GPS | Teesdale | N | RuRes | Future | New | 215 | 8000sqm | 1,723,593 | 1-5 years | |
| TE2 | GPS | Teesdale | N | RuRes | Future | New | 299 | 8000sqm | 2,394,095 | 15+ years | |



| Map Id | Council | Town | Cl | Use | Growth | Land | Lots | Lot size | Area | Time | Location |
|--------|---------|----------|----|-------|--------|--------|------|---------------|-----------|---------------|---------------------------------|
| T1 | SCS | Torquay | D | LDRes | Future | New | 70 | 2000-4000sqm | 190,817 | Next 5 years | Torquay W LD-Res |
| T10 | SCS | Torquay | D | Com | Future | New | 0 | 5000sqm floor | 60,065 | Next 10 years | Torquay North |
| T2 | SCS | Torquay | D | Res | Zoned | New | 2400 | 13-15 lots/ha | 1,919,491 | Next 10 years | Torquay North |
| T3 | SCS | Torquay | D | Res | Zoned | Infill | 500 | 13-15 lots/ha | 594,316 | Next 15 years | Torquay Briody Drive |
| T4 | SCS | Torquay | D | Res | Zoned | New | 500 | 13-15 lots/ha | 489,937 | Next 5 years | East of Duffields Road |
| T5 | SCS | Torquay | D | Res | Future | New | 2000 | 13-15 lots/ha | 1,305,707 | 10+ years | North west Torquay |
| T6 | SCS | Torquay | D | Res | Future | New | 100 | 13-15 lots/ha | 205,675 | 5-10 years | Strathmore Dr Jan Juc |
| T7 | SCS | Torquay | D | LDRes | Future | Infill | 30 | 4000sqm - 1ha | 113,344 | 10-15 years | Bells Blvde Jan Juc (25-30 lot) |
| T8 | SCS | Torquay | D | Res | Future | New | 950 | 13-15 lots/ha | 656,176 | 15+ years | North east Torquay |
| T9 | SCS | Torquay | D | Ind | Future | New | 0 | | 185,458 | Next 10 years | North west Torquay |
| BE1 | SCS | Bellbrae | S | LDRes | Future | Infill | 22 | 2500sqm | 89,884 | Next 15 years | Central Bellbrae |
| BE2 | SCS | Bellbrae | S | LDRes | Future | Infill | 0 | 4000sqm | 203,516 | | |



| Map Id | Council | Town | Cl | Use | Growth | Land | Lots | Lot size | Area | Time | Location |
|--------|---------|-------------|----|-------|--------|--------|------|---------------|---------|---------------|---------------------------|
| A1 | SCS | Anglesea | S | Res | Zoned | Infill | 20 | 400sqm | 9,356 | Next 10 years | Former school site |
| A2 | SCS | Anglesea | S | Res | Zoned | Infill | 0 | | 10,433 | | Caravan park subdivision |
| A3 | SCS | Anglesea | S | HDRes | Zoned | Infill | 24 | | 2,614 | | Central Anglesea infill |
| A4 | SCS | Anglesea | S | Res | Future | Infill | 0 | | 6,650 | | Disused water basin devt |
| LO1 | SCS | Lorne | S | Undef | Zoned | Infill | 0 | | 0 | Next 5 years | Central Lorne |
| LO2 | SCS | Lorne | S | Undef | Future | New | 0 | | 0 | | Western edge of township |
| W1 | SCS | Winchelsea | S | LDRes | Zoned | New | 108 | 1000-4000sqm | 142,013 | Next 5 years | Western Winchelsea |
| W2 | SCS | Winchelsea | S | Com | Zoned | New | 0 | | 29,389 | Next 10 years | West Winch B4 Princes Hwy |
| W3 | SCS | Winchelsea | S | Res | Zoned | Infill | 40 | 13-15 lots/ha | 81,711 | Next 10 years | Central Winchelsea |
| W4 | SCS | Winchelsea | S | Res | Future | New | 466 | 13-15 lots/ha | 621,707 | Next 10 years | South west Winchelsea |
| DM1 | SCS | Deans Marsh | N | LDRes | Zoned | New | 52 | 4000sqm | 259,868 | Next 43 years | Central Deans Marsh |
| M1 | SCS | Moriac | N | LDRes | Future | New | 40 | 2000-4000sqm | 149,573 | Next 10 years | East Moriac |
| M2 | SCS | Moriac | N | LDRes | Future | New | 30 | 2000-4000sqm | 118,637 | Next 15 years | North Moriac |
| M3 | SCS | Moriac | N | Ind | Future | New | 0 | | 19,692 | Next 15 years | North Moriac |



| Map Id | Council | Town | CI | Use | Growth | Land | Lots | Lot size | Area | Time | Location |
|--------|---------|------------|----|-------|--------|--------|------|----------|-----------|-------------|-----------------------------|
| C1 | COS | Colac | D | LDRes | Future | New | 404 | 2000sqm | 985,825 | 10-15 years | West Precinct A |
| C2 | COS | Colac | D | RuRes | Future | New | 108 | 2 ha | 2,077,038 | 10-15 years | West Precinct B |
| C3 | COS | Colac | D | RuRes | Future | New | 176 | 1 ha | 1,763,725 | 15-20 years | West Precinct C |
| C4 | COS | Colac | D | LDRes | Future | New | 1026 | 2000sqm | 2,529,991 | 10-15 years | South East |
| C5 | COS | Colac | D | Res | Zoned | New | 429 | 900sqm | 507,820 | 1-10 years | North West RZ1/PUZ3 |
| C6 | COS | Colac | D | Com | Zoned | Infill | 0 | | 1,221,979 | | B1Z / B2Z |
| C7 | COS | Colac | D | Ind | Zoned | Infill | 0 | | 1,396,254 | | IN1Z / IN3Z |
| C8 | COS | Colac | D | Ind | Zoned | Infill | 0 | | 670,115 | 1-5 years | Industrial Precinct D |
| C9 | COS | Colac | D | Ind | Future | New | 0 | | 681,769 | 5-10 years | Industrial Precinct E |
| AB1 | COS | Apollo Bay | S | Res | Future | New | 229 | 1000sqm | 690,683 | | North growth area (RCZ) |
| AB2 | COS | Apollo Bay | S | Res | Zoned | New | 110 | 870sqm | 138,132 | 1-10 years | Mariners Vue |
| AB3 | COS | Apollo Bay | S | Res | Zoned | Infill | 267 | 900sqm | 0 | 1-8 years | Existing R1Z |
| AB4 | COS | Apollo Bay | S | Com | Zoned | Infill | 0 | | 0 | 1-13 years | Existing B1Z |
| AB5 | COS | Apollo Bay | S | Ind | Zoned | Infill | 0 | | 158,594 | 1-13+ years | Industrial 1 Zone |
| BI1 | COS | Birregurra | S | Res | Zoned | Infill | 240 | 850sqm | 0 | ST/MT/LT | Township Zone (180-303 lot) |
| BI2 | COS | Birregurra | S | LDRes | Zoned | Infill | 17 | 4000sqm | 0 | ST/MT/LT | LDRZ |
| BI3 | COS | Birregurra | S | Com | Zoned | Infill | 0 | | 0 | LT | Township Zone |
| BI4 | COS | Birregurra | S | Ind | Zoned | Infill | 0 | | 0 | | Industrial 1 Zone |

APPENDIX B – INFRASTRUCTURE ASSESSMENT FRAMEWORK



| INFRASTRUCTURE ASSESSMENT FRAMEWORK | | | |
|-------------------------------------|------------|------------------|----------------|
| Strategic objective/criteria | Weighting | Score (0-10) | Result (W x S) |
| Economic impact | 25 | | |
| Social impact | 35 | | |
| Environmental impact | 20 | | |
| Infrastructure importance | 20 | | |
| Total | 100 | Sub-total | |

| Regional impact/criteria | Weighting | Score (0-10) | Result (W x S) |
|--|-----------|--------------|----------------|
| Regional impact | 100 | | |
| Strategic objective + Regional impact | | Total | |

Note: Maximum score (Strategic objective + Regional impact) = 100 x 10 + 100 x 10 = 2000

| Strategic implementation/criteria | Weighting | Score (0-10) | Result (W x S) |
|--------------------------------------|------------|------------------|----------------|
| Link to G21 Priority/Pillar Projects | 35 | | |
| Level of support/funds committed | 35 | | |
| Level of planning | 30 | | |
| Totals | 100 | Sub-total | |

Maximum score (Strategic implementation/project assurance criteria) = 100 x 10 = 1000

Total score = ((Strategic objective + Regional impact)/2000) x (Strategic implementation 10)

Maximum total project score = 100

| Strategic objective | Description |
|---|---|
| Economic impact | Contribution to job growth, increased investment, productivity and innovation; building on competitive strengths |
| Social impact | Contribution to building skills, health and wellbeing, addressing disadvantage and community building |
| Environmental impact | Contribution to the protection, restoration and enhancement of the environment; supports sustainable outcomes |
| Infrastructure importance | Critical nature of infrastructure and ability to build on existing infrastructure and offer additional capacity/flexibility |
| Regional impact | Breadth of impact (local/subregional/regional) |
| Link to G21 Priority/Pillar Projects | Status of project as a Priority Project or Pillar Project / is linked to or complements such projects |
| Level of support /funds committed | Level to which project has received either support and/or committed funding from government(s) / private sector |
| Level of planning ('project readiness') | Extent to which project has been planned, designed and/or undergone business case assessment/'Gateway' process |

| SCOPING CRITERIA | | | |
|---|---|---|--|
| Assessment criteria | Description | | |
| ECONOMIC IMPACT | Contribution to job growth, increased investment, productivity and innovation; building on competitive strengths | | |
| Low 0–1 | Low to Medium 2–4 | Medium to High 5–8 | Very High 9–10 |
| No or little impact | Enables and/or facilitates | Generates new or increased activity | Creates significant new or increased activity |
| SOCIAL IMPACT | Contribution to building skills, health and wellbeing, addressing disadvantage and community building | | |
| Low 0–1 | Low to Medium 2–4 | Medium to High 5–8 | Very High 9–10 |
| No or little impact | Enables and/or facilitates | Delivers an improvement | Delivers a significant improvement |
| ENVIRONMENTAL IMPACT | Contribution to the protection, restoration and enhancement of the environment; supports sustainable outcomes | | |
| Low 0–1 | Low to Medium 2–4 | Medium to High 5–8 | Very High 9–10 |
| No or little impact; potentially negative | Enables and/or facilitates | Delivers an improvement | Delivers a significant improvement |
| INFRASTRUCTURE IMPORTANCE | Critical nature of infrastructure and ability to build on existing infrastructure and offer additional capacity/flexibility | | |
| Low 0–1 | Low to Medium 2–4 | Medium to High 5–8 | Very High 9–10 |
| Not critical and unable to build on existing | Not critical but able to build on existing
Moderate but unable to build on existing | Critical but unable to build on existing; offers extra capacity and flexibility
Moderate and able to build on existing | Critical and able to build on existing; offers additional capacity and flexibility |
| REGIONAL IMPACT | Breadth of impact (local/subregional/regional) | | |
| Low 0–1 | Low to Medium 2–4 | Medium to High 5–8 | Very High 9–10 |
| Local/minor town | District Town | Subregional | Regional |
| LINK TO G21 PRIORITY/ PILLAR PROJECTS | Status of project as a Priority Project or Pillar Project / is linked to or complements such projects | | |
| Low 0–2 | Low to Medium 3–5 | Medium to High 6–8 | Very High 9–10 |
| No or negligible link to G21 Pillar or Priority project | Has some links to and/or complements G21 Pillar or Priority project | Strongly linked to and/or complements G21 Pillar or Priority project | Priority Project |
| LEVEL OF SUPPORT / FUNDS COMMITTED | Level to which project has received either support and/or committed funding from government(s) / private sector | | |
| Low 0–2 | Low to Medium 3–5 | Medium to High 6–8 | Very High 9–10 |
| In-principle support only, no funding committed | Government support but no funding committed | Government support and some funds/next cycle | >50% funding committed |
| EXTENT OF PLANNING ('PROJECT READINESS') | Extent to which project has been planned, designed and/or undergone business case assessment/'Gateway' process | | |
| Low 0–2 | Low to Medium 3–5 | Medium to High 6–8 | Very High 9–10 |
| Desktop study/concept only, preliminary planning | Business case or detailed planning in progress | Business case in place, in detailed planning phase | Sound business case, 'ready to go' |

APPENDIX C – COMMUNITY INFRASTRUCTURE ANALYSIS



| Community Infrastructure Requirements | | District level requirements | | | | | | | | | | Regional requirements | | | | | | | | | | | | | | | | | | | |
|---------------------------------------|--|-----------------------------|------|----------------|------|------------------|------|-------------------|------|-------------------------|------|-------------------------------|-----|-------------|-----|--------------------|-----|-----------------|-----|--------------|-----|--------------------------|-----|-----------------|-----|---------------|-----|---------------|-----|------------|--|
| Multi-purpose | | 25,000 | | 20,000 | | 15,000 | | 10,000 | | 25,000 | | 20,000 | | 15,000 | | 10,000 | | 75,000 | | 125,000 | | 50,100,000 | | 150,200,000 | | | | | | | |
| Total 2050 Population | | 22,500 | | 20,000 | | 15,000 | | 10,000 | | 25,000 | | 20,000 | | 15,000 | | 10,000 | | 75,000 | | 125,000 | | 50,100,000 | | 150,200,000 | | | | | | | |
| Locality | | Youth Facility | | Branch Library | | Aged Care Centre | | Neigh'hood Centre | | Community Health Centre | | Police and Emergency Services | | TAFE Campus | | Art Gallery/Museum | | Central Library | | Civic Centre | | Perform Arts/Conv Centre | | Supported Accom | | Hospital beds | | TAFE Facility | | University | |
| City of Greater Geelong | | 31524 | 16 | 16 | 14 | 14 | 21 | 13 | 13 | 13 | 11 | 1.1 | 0.4 | 0.4 | 0.3 | 0.4 | 0.3 | 0.4 | 0.3 | 0.4 | 0.3 | 0.4 | 0.3 | 0.4 | 126 | 0.2 | 0.2 | 0.2 | 0.2 | | |
| Lara | | 22 | 28 | 28 | 25 | 25 | 25 | 22 | 22 | 22 | 20 | 1.9 | 0.6 | 0.6 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 223 | 0.4 | 0.3 | 0.4 | 0.3 | | |
| Armadale | | 12 | 15 | 15 | 13 | 13 | 20 | 12 | 12 | 12 | 11 | 1.0 | 0.3 | 0.4 | 0.3 | 0.4 | 0.3 | 0.4 | 0.3 | 0.4 | 0.3 | 0.4 | 0.3 | 0.4 | 120 | 0.2 | 0.2 | 0.2 | 0.2 | | |
| Ocean Grove (incl. Barw Hds) | | 23953 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 19 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Point Lonsdale (incl. BoQ) | | 4819 | 0.3 | 0.4 | 0.4 | 0.3 | 0.5 | 0.3 | 0.3 | 0.3 | 0.3 | 0.2 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 28 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| St Leonards | | 7009 | 0.3 | 0.4 | 0.4 | 0.3 | 0.5 | 0.3 | 0.3 | 0.3 | 0.3 | 0.2 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 28 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Portarlington | | 6878 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.2 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 102 | 0.2 | 0.2 | 0.2 | 0.1 | | |
| Drysdale/Ciffon Springs | | 25381 | 1.0 | 1.3 | 1.3 | 1.1 | 1.7 | 1.0 | 1.0 | 0.9 | 0.8 | 0.3 | 0.3 | 0.3 | 0.3 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 61 | 0.1 | 0.1 | 0.1 | 0.1 | | |
| Leopold | | 15183 | 0.6 | 0.8 | 0.8 | 0.7 | 1.0 | 0.6 | 0.6 | 0.6 | 0.6 | 0.5 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 24 | 1.2 | 1.0 | 1.2 | 1.0 | | |
| Urban Geelong | | 17493 | 7.2 | 9.0 | 9.0 | 8.0 | 12.0 | 7.2 | 7.2 | 6.5 | 6.0 | 2.0 | 2.0 | 2.0 | 1.8 | 2.4 | 1.4 | 2.4 | 1.4 | 2.4 | 1.4 | 2.4 | 1.4 | 2.4 | 76 | 0.1 | 0.1 | 0.1 | 0.1 | | |
| Other localities | | 19931 | 0.8 | 0.9 | 0.9 | 0.8 | 1.3 | 0.8 | 0.8 | 0.7 | 0.6 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.3 | 0.7 | 0.1 | 0.1 | 0.1 | | |
| Total | | 374767 | 15.0 | 18.7 | 18.7 | 16.7 | 25.0 | 15.0 | 15.0 | 13.6 | 12.5 | 4.2 | 4.7 | 3.7 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 | 1493 | 2.5 | 2.1 | 2.1 | 2.1 | |
| Shire of Golden Plains | | 28940 | 1.2 | 1.5 | 1.5 | 1.3 | 2.0 | 1.2 | 1.2 | 1.1 | 1.0 | 0.3 | 0.4 | 0.3 | 0.4 | 0.3 | 0.4 | 0.3 | 0.4 | 0.3 | 0.4 | 0.3 | 0.4 | 0.3 | 0.4 | 118 | 0.2 | 0.2 | 0.2 | 0.2 | |
| Torquay/Jam Juc | | 29469 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Bellbrae | | 873 | 0.2 | 0.3 | 0.3 | 0.2 | 0.4 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 22 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Winchelsea | | 5529 | 0.4 | 0.5 | 0.5 | 0.4 | 0.7 | 0.4 | 0.4 | 0.4 | 0.4 | 0.3 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 40 | 0.1 | 0.1 | 0.1 | 0.1 | | |
| Winchelsea to 10,000 | | 10000 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Moriae | | 780 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Other localities | | 11664 | 0.5 | 0.6 | 0.6 | 0.5 | 0.9 | 0.5 | 0.5 | 0.4 | 0.4 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 47 | 0.1 | 0.1 | 0.1 | 0.1 | | |
| Total | | 48316 | 1.8 | 2.4 | 2.4 | 2.1 | 3.2 | 1.8 | 1.8 | 1.6 | 1.6 | 0.5 | 0.6 | 0.5 | 0.6 | 0.4 | 0.6 | 0.4 | 0.6 | 0.4 | 0.6 | 0.4 | 0.6 | 0.4 | 193 | 0.3 | 0.3 | 0.3 | 0.3 | | |
| Colac Otway Shire | | 49316 | 0.6 | 0.8 | 0.8 | 0.7 | 1.1 | 0.6 | 0.6 | 0.6 | 0.5 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.1 | 0.2 | 0.1 | 63 | 0.1 | 0.1 | 0.1 | 0.1 | | |
| Colac | | 15922 | 0.8 | 1.0 | 1.0 | 0.9 | 1.3 | 0.8 | 0.8 | 0.7 | 0.7 | 0.2 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.2 | 0.3 | 0.2 | 0.3 | 80 | 0.1 | 0.1 | 0.1 | 0.1 | | |
| Colac to 20,000 | | 20000 | 0.1 | 0.1 | 0.1 | 0.1 | 0.2 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Apollo Bay | | 2428 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 10 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Total | | 25724 | 1.0 | 1.3 | 1.3 | 1.1 | 1.7 | 1.0 | 1.0 | 0.9 | 0.9 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.2 | 0.3 | 0.2 | 0.3 | 103 | 0.2 | 0.2 | 0.2 | 0.1 | | |
| Shire of Golden Plains Shire | | 27485 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Shellford | | 346 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Inverleigh | | 2703 | 0.1 | 0.1 | 0.1 | 0.1 | 0.2 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Bannockburn | | 16356 | 0.7 | 0.8 | 0.8 | 0.7 | 1.1 | 0.7 | 0.7 | 0.6 | 0.5 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.1 | 0.2 | 0.1 | 65 | 0.1 | 0.1 | 0.1 | 0.1 | | |
| Tussock | | 2270 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Batesford | | 958 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Leithridge | | 1451 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Total | | 33617 | 1.3 | 1.7 | 1.7 | 1.5 | 2.2 | 1.3 | 1.3 | 1.2 | 1.1 | 0.4 | 0.4 | 0.4 | 0.3 | 0.4 | 0.3 | 0.4 | 0.3 | 0.4 | 0.3 | 0.4 | 0.3 | 0.4 | 133 | 0.2 | 0.2 | 0.2 | 0.2 | | |
| Borough of Queenscliffe | | 3000 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Total | | 64985 | 1.3 | 1.7 | 1.7 | 1.5 | 2.2 | 1.3 | 1.3 | 1.2 | 1.1 | 0.4 | 0.4 | 0.3 | 0.4 | 0.3 | 0.4 | 0.3 | 0.4 | 0.3 | 0.4 | 0.3 | 0.4 | 0.3 | 0.4 | 133 | 0.2 | 0.2 | 0.2 | 0.2 | |
| Borough of Queenscliffe | | 3000 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Total | | 64985 | 1.3 | 1.7 | 1.7 | 1.5 | 2.2 | 1.3 | 1.3 | 1.2 | 1.1 | 0.4 | 0.4 | 0.3 | 0.4 | 0.3 | 0.4 | 0.3 | 0.4 | 0.3 | 0.4 | 0.3 | 0.4 | 0.3 | 0.4 | 133 | 0.2 | 0.2 | 0.2 | 0.2 | |

Key

Development at 2050 (full build-out)

Adequately served by existing facilities

Served by program planned facilities

Existing facilities deficient or absent

Emerging need for additional facilities

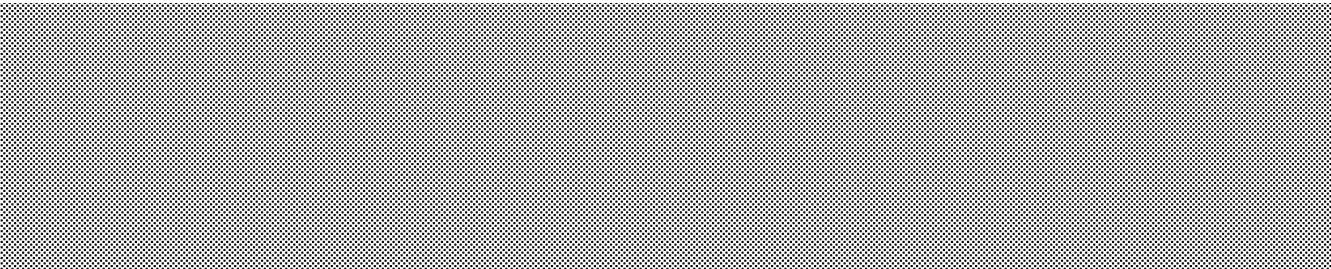
Notes

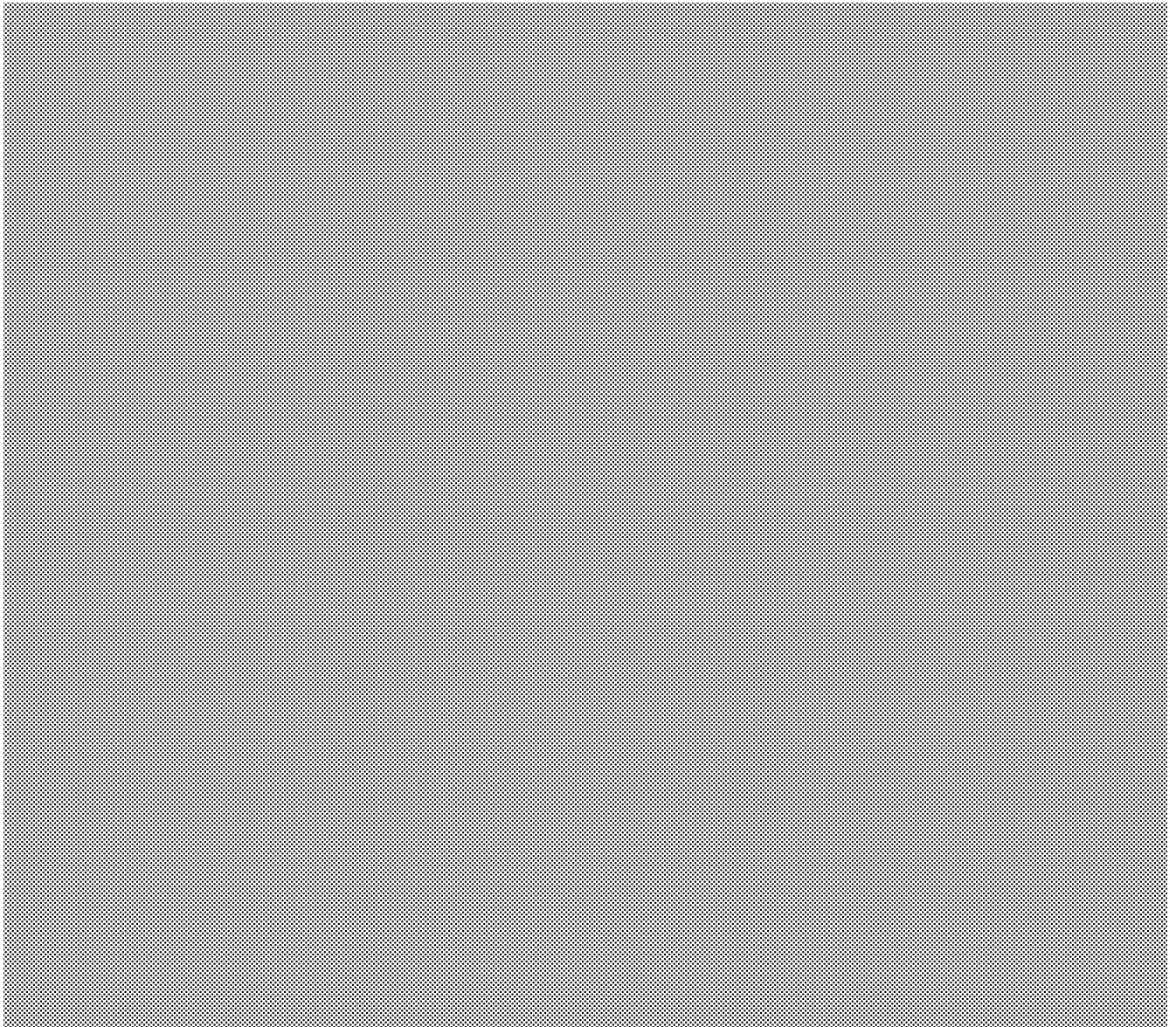
Matrix values indicate the number of facilities required based on suggested population thresholds; population thresholds are range averages. Values >1 indicate a facility is required; values >2 indicate additional facilities are needed or the first facility needs to be of a greater scale. Values approaching >1 indicate an emerging need for a local facility or sharing of one in a nearby area.


Notes
Matrix values indicate the number of facilities required based on suggested population thresholds; population thresholds are range averages. Values >1 indicate a facility is required; values >2 indicate additional facilities are needed or the first facility needs to be of a greater scale. Values approaching >1 indicate an emerging need for a local facility or sharing of one in a nearby area.

Key
Development at 2050 (full build-out):
Adequately served by existing facilities
Served by program planned facilities
Existing facilities deficient or absent
Emerging need for additional facilities

NOTES





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|  <p>Minutes</p> | <h1 style="text-align: center;">COLAC OTWAY SHIRE
YOUTH COUNCIL</h1> <p style="text-align: right;">7 October 2013
4.00PM TO 5.00PM
Rehearsal Room COPACC</p> | | |
| 1. | <p>1. ATTENDEES:
 Youth Councillors: Tassia Georgakis (Chair), Josh Smith, Chloe Robbins, Taylah Walters (4.10pm), Claire Whytcross, Bonnie Darlow, Kyrah Howell, Jasmine Steen, Amy Brauer, Chris Smith (4:05pm).


 Mentors: Chris Smith, Emma Warton, Rhonda Deigan, Kerri Bauer
 Office Bearers – please sit with your Adult Mentor</p> | | |
| 1. 4.04 PM | <p>CALL MEETING TO ORDER</p> <p>CALL FOR APOLOGIES:
 Terry Woodcroft, Spencer Cochrane, Tom Robinson, Sinead Leamer</p> | Chair | |
| 2.

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2.2 | <p>MINUTES OF THE LAST MEETING:</p> <p>Adopt minutes: of 9 September 2013</p> <p><i>Moved: Amy Brauer Second: Jasmine Steen Carried</i></p> <p>BUSINESS ARISING FROM THE MINUTES:
 Action Sheet attached</p> <ul style="list-style-type: none"> Due to other commitments, Amy has decided not to prepare document for YouthLink Australia | Chair | |
| 3. | <p>CORRESPONDENCE:</p> <p>In: Letter of Appreciation – COOL Awards 2013</p> <p>Out: Nil</p> <p><i>Moved: Chloe Robbins Second: Josh Smith Carried</i></p> | | |
| 4. | <p>2013 Youth Council Projects/Events Involvement</p> <ul style="list-style-type: none"> Talent Quest & Video Competition: <ul style="list-style-type: none"> Tassia to follow up posters for Trinity College with Tom and distribute Bonnie has distributed posters around Colac and at Colac Secondary College Taylah has encouraged students in her VCE music class to enter Talent Quest – a total of 7 acts Tassia to add event on Facebook Youth Councillors need to actively promote the video competition and talent quest Youth Councillors encouraged to submit video. | | |

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| | <ul style="list-style-type: none"> ○ Emma to organise advertising of the event on MixFM Community Notice board ○ Taylah has been interviewed by the Colac Herald about the event ○ To be held on 26 October from 12.00pm at Straight Shooters. ○ All Youth Councillors are expected to be there from 11.30am. <ul style="list-style-type: none"> • Mercy Place Colac - Pool Competition: <ul style="list-style-type: none"> ○ 3-4 games played on the second night ○ Chris has purchased a small trophy to be kept at Mercy Place ○ Next event to be held on 14 October 2013 at 4.00pm. ○ Taylah, Chloe, Kyras, Josh, Bonnie, Tassia and Kerri to attend. • Colac Specialist School <ul style="list-style-type: none"> ○ Attended by Josh, Tassia, Claire, Taylah and Chris on 9 September 2013. ○ Youth Councillors thoroughly enjoyed the day which included assembly, opening of mock time capsule, picnic lunch and activities. ○ Positive feedback received from the principal of the school. ○ Youth Councillors reported on their favourite moments from the day. | |
| 5. | <p>YOUTH COUNCILLORS REPORTS
 Whip around, 1 minute update each:
 Kyras: Nil
 Chloe: Nil
 Kerrie: Loved hearing about how much the Youth Councillors enjoyed the activities day at the Colac Specialist School. Should do more to promote Youth Council activities in the media.
 Taylah: Congratulations to all nominated for the COOL and Young Ambassador Awards, especially Amy.
 Emma: Would like to thank all those who helped display the artwork from the Youth Health Hub. Reminded Youth Councillors of the Mental Health Week event being held in the Memorial Square. Requested that Youth Councillors promote the Youth Council event as it is their only major event.
 Jasmine: Will download copy of posters and distribute around Lavers Hill school.
 Bonnie: Nil
 Amy: Took visiting Colac Probus members on a tour of the Lavers Hill school. Through her work experience at Otway Health in Apollo Bay received questions about her involvement with Youth Council. Thanked everyone for their support of her nomination in the COOL Awards.
 Josh: Congratulated Taylah and Tom for speaking at the awards and Amy for her nomination. Lights needed at the Skate Park.
 Chris: Youth Health Hub is in the process of being</p> | |

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|----------------|---|--|
| | <p>built. Since our last meeting was principal for the day at Colac West Primary School and took part in a school excursion and was sourcing youth councillors early.</p> <p>Tassia: Invited to speak at Barwon Zone Leadership Forum which has been postponed until next year. Thank you everyone that came to the Colac Specialist School. Everyone please promote the upcoming event so we can be remembered.</p> <p>Rhonda: Teacher at the Colac Specialist School commented on how wonderful it was to have youth councillor attendance at the anniversary celebrations. BWFC worker might be able to assist with Youth Council activities.</p> <p>Claire: Approached by some workers from the Colac Specialist School and thanked.</p> | |
| 6. | <p>OTHER BUSINESS:</p> <ul style="list-style-type: none"> • Videos for the video competition will need to be shortlisted at the next meeting • Youth Councillors to start thinking about an end of year event. | |
| 7. NOTE | <p>NEXT MEETING – 21 October 2013</p> <p>Meeting closed at 5.00pm</p> <p>**Please bring pen and paper**</p> | |

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|  <p>Colac Otway
SHIRE
<small>Naturally Progressive</small></p> | <h1>COLAC OTWAY SHIRE
YOUTH COUNCIL</h1> <p>21 October 2013
4.00PM TO 5.00PM
Rehearsal Room COPACC</p> | |
| <h2>Minutes</h2> | <p>1. ATTENDEES:
 Youth Councillors: Josh Smith (CHAIR), Tom Robinson, Chloe Robbins, Taylah Walters, Kyrah Howell, Jasmine Steen (from 4.06pm), Amy Brauer (from 4.06pm), Spencer Cochrane
 Mentors: Cr. Chris Smith, Rhonda Deigan,
 Office Bearers – please sit with your Adult Mentor</p> | |
| <p>1. 4.00 PM</p> | <p>CALL MEETING TO ORDER
4.04pm</p> <p>CALL FOR APOLOGIES:
Emma Warton, Bonnie Darlow, Sinead Leamer, Tassia Georgakis, Terry Woodcroft
 Moved: Spencer
 Second: Tom Robinson</p> | <p>Chair</p> |
| <p>2.
2.1
2.2</p> | <p>MINUTES OF THE LAST MEETING:</p> <p>Adopt minutes: of 7 October 2013</p> <p>Moved: Kyrah Howell Second: Tom Robinson
 Carried</p> <p>BUSINESS ARISING FROM THE MINUTES:
 Action Sheet attached</p> | <p>Chair</p> |
| <p>3.</p> | <p>CORRESPONDENCE:</p> <p>In: Youth Inclusion Grants</p> <p>Out: Nil
 Moved: Taylah Walters
 Second: Tom Robinson</p> | |
| <p>4.</p> | <p>2013 Youth Council Projects/Events Involvement</p> <ul style="list-style-type: none"> Talent Quest & Video Competition
 4 judges- 1 YC member – Josh Smith, 1 YC Mentor – Chris Smith, 1 ‘Music based person’ – Kelly Kerr TBC, 1 ‘Dance based person’ – Tegan McNamara
 Mc’s- Chloe Robinson, Kyrah Howell
 Running Order – to be prepared by Chris and Taylah | |

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|----|--|--|
| | <ul style="list-style-type: none"> • Talent Quest Acts <ul style="list-style-type: none"> ○ Leah Coverdale – Trumpet ○ Lewis Osborne & Ripley Callahan – Acoustic Duo ○ Bradley Simone – Guitar ○ Prizes to include the I-Pod Nano, I-Pod Shuffle, movie tickets and i-tune vouchers • Video Competition <ul style="list-style-type: none"> ○ Every entry to receive 2 movie tickets and 1 iTunes voucher. Major prizes to include Bike Guru vouchers and Offshore Surf and Skate vouchers. ○ William Thomson – A documentary of a self edited teenager ○ Amy Brauer – Bullying ○ Teilo Gage – Sexual Harrasment ○ Joshua Smith & Will Chapman – Smoking ○ Youth Council selected prize winners in the video competition. (Josh and Amy were absent from the meeting during the judging of the video competition) <p>Josh to remove the word “dope” from his video. Tom to ask William Thomson to extend beeping to cover all offensive language.</p> <p>Youth Councillors to wear YC t-shirts and to be at venue by 11.45am for a 12.15pm start. All Youth Councillors expected to stay for the whole event and to assist with clean up after the event finishes.</p> <p>Late entries to be accepted.</p> <p>Discussion about all final details of the talent quest and video competition.
 Moved: Spencer Cochrane
 Second: Tom Robinson</p> <p>Mercy Place Colac - Pool Competition</p> <ul style="list-style-type: none"> • Chris has purchased a trophy to present to Mercy in recognition of the competition • Last night of competition to be held next Monday • Taylah to make a condolence card for residents and staff of Mercy following the passing of one of the residents who had participated in the pool competition. | |
| 5. | <p>YOUTH COUNCILLORS REPORTS</p> <p>Whip around, 1 minute update each
 Nil</p> | |
| 6. | <p>OTHER BUSINESS:</p> <ul style="list-style-type: none"> • Venue for 18 November 2013 Youth Council meeting – if required • Youth Inclusion Grants - Nil • Trip to Adventure Park <ul style="list-style-type: none"> ○ Terry Woodcroft has offered to take the entire Youth Council to Adventure Park at Wallington. | |

| | | |
|----------------|--|--|
| | <ul style="list-style-type: none">○ Co – ordinators to assist Terry in organising a date and coordinating numbers – Josh and Taylah.○ People who commit to attending are expected to turn up – no late cancellations please. <p>Meeting Closed: 5.11pm</p> | |
| 7. NOTE | NEXT MEETING – 4 November 2013

Please bring pen and paper | |

**FORMAL STANDARD AGREEMENT
(Section 173 of the Planning and Environment Act)**

THIS DEED OF AGREEMENT is made the 17th day of October 2013 BETWEEN

COLAC-OTWAY SHIRE COUNCIL of 2-6 Rac Street, Colac in the State of Victoria (hereinafter called "Council")

AND

Ross Kenneth Hawtin, Dairy Farmer (herein after called "the User")

RECITALS:

A Ross Kenneth Hawtin is the owner of certain land abutting both sides of the Road being the land more particularly described as Lot 1 TP868460G (100 Rossmoyne Road, Colac West) and Lot 2 PS415430L (85 Rossmoyne Road, Colac West), (hereinafter called "the Land") and desires to construct a stock underpass under the Rossmoyne Road to enable stock to cross under that road.

B Council, will consent to the construction of the stock underpass subject to the following conditions:

In consideration of Councils' approval to the User causing a stock underpass to be built under Rossmoyne Road and permitting the User to use the stock underpass the User agrees that:

- I. The stock underpass ("the works") shall be constructed in accordance with plans submitted by AGB Engineering Pty Ltd being Drawing Reference sheet E1083-DR-C01-A, E1083-DR-C02-1, E1083-DR-C03-B and E1083-DR-C04-A dated 22 August 2013 as amended to accord with Councils' requirements and which, as amended shall have met the approval of Council.
- II. The materials and works required to fully construct the stock underpass shall be supplied and carried out by a contractor approved by Councils' General Manager Infrastructure & Services at the User's expense, subject to any agreed contribution by Council, and shall be maintained by the contractor at the User's expense for a period of Four months after completion.
- III. The User shall obtain all relevant approvals and/or permits and ensure the Works, including the fenced approaches and walkways, are constructed in accordance with the plans and to the satisfaction of Council.
- IV. The User shall be responsible for the maintenance, repair and drainage of the stock underpass and shall reimburse to Council within one month of receiving a demand to do so to do any reasonable costs and expenses Council may incur in repairing or maintaining the stock underpass and drainage should the User fail to do so. Council will accept liability for the cost of repairs attributable to a specially authorised overloaded vehicle travelling over the underpass, prior notification which will be given by Council to the User. The User shall notify Council of any such known damage within 28 days.
- V. The User shall advise any future purchaser of the Land of any part thereof in writing of the existence and contents of this agreement. The User shall advise Council in writing of any such change in tenure of ownership of the Land or any part thereof within 28 days of such change.
- VI. The User shall;
 - A. wholly indemnify and hold harmless Council against any and all demands actions and claims or suits for damages brought against Council by any body or party in respect of the construction, existence and/or use of the stock underpass; and
 - B. protect itself and Council against any legal action which may result from the design construction and/or usage of the stock underpass or its approaches by obtaining an adequate

insurance cover by a reputable insurer for an amount agreed to by Council and in default of such an agreement for an insured amount nominated by an independent broker agreed to by the parties, or in default of such agreement an amount nominated by the President for the time being of the Law /Institute of Victoria.

- VII. If Council is of the opinion that the stock underpass is in need of Cleaning or repair for those matters for which the User is responsible a notice may be served on the User directing that such cleaning and/or repairs as specified in the notice shall be carried out by the User within a period of 28 days after service of the notice.

In default of compliance by the User with such notice Council may carry out the repairs and charge the cost thereof to the user. Such cost may be recoverable in a court of competent jurisdiction.

- VIII. The stock Underpass shall:

- A. only be used for the passage of stock and by persons authorised by the User to assist with the passage of stock for which sole purpose this permission is granted;
- B. not be used for the housing of animals, vehicles or farm machinery, or for the storage of produce or material at any time.

- IX. No attachments shall be made to any part of the stock underpass without prior approval in writing from Council.

- X. The User acknowledges that its continued use of the stock underpass is subject at all times to compliance by the User with terms of this Agreement. In the event of structural failure or evidence of structural weakness of the underpass, the User shall be responsible for rectifying the faults or removing the underpass and reinstating the road to proper condition. In the event of the road being widened and/or realigned in the future, Council would bear the cost of extending or relocating the underpass.

- XI. No compensation shall be claimed from or paid by Council upon termination of the usage of the stock underpass in accordance with the terms of this agreement by mutual consent of Council and the User.

- XII. The User's rights to use the stock underpass as set out in this agreement shall pass on to its successors in title subject to the provisions of this agreement.

- XIII. This agreement shall be for a period of five years commencing on 1 November 2013 and terminating, subject to any clause contained herein on 31 October 2018.

- XIV. "Provided the User is not in breach of this Agreement, the User may elect by notice in writing to be delivered to Council no less than three months prior to the expiration of the initial term of Agreement and any extension(s) of the term thereof extend the period of this Agreement for a further five years. The length of the Agreement shall therefore be five years with three further option periods of five years each, ie 5x5x5x5. Extension of this agreement pursuant to the exercise of an option period shall be deleted, so that at the end of the first period, there is only a further 5x5x5 years to run, after ten years then a further 5x5, and so forth.

- XV. A notice (including, without limitation a document) shall be deemed to have been given when it is received by the person to whom it is addressed or is delivered to the address of that person stated in the Agreement or last communicated in writing by that person to the person giving the notice, whichever is the earlier.

- XVI. This Agreement supersedes any and all prior arrangements, agreements or undertakings and shall be binding notwithstanding any prior arrangements, agreements or undertakings made which may conflict with or be at variance with this agreement or any correspondence or document relating to the subject matter of this agreement which may have passed between parties hereto.

- XVII. Continued use of the underpass after the term of agreement will be subject to further agreement at that time. If there is no renewal of the agreement, the User will be responsible for removing the underpass and reinstating the road to proper condition.

IN WITNESS whereof the parties hereto have hereunto set their hands and seals the day and year first set herein before written.

COLAC-OTWAY SHIRE COUNCIL

The Common Seal of the Colac-Otway Shire Council was
hereto affixed in accordance with its Local Law No. 4.

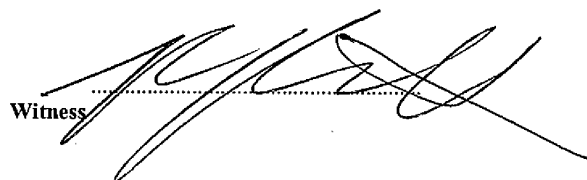
.....
Councillor

.....
Councillor

.....
Chief Executive Officer

SIGNED SEALED AND DELIVERED
by the said Users in the presence of


.....
Ross Kenneth Hawtin


.....
Witness

Land Registry Document

Page 1 of 1



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REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958
VOLUME 08692 FOLIO 861

Security no : 124047608404N
Produced 03/10/2013 09:34 am

LAND DESCRIPTION

Lot 1 on Title Plan 868640G (formerly known as part of Lot 17 on Plan of
Subdivision 009167).
PARENT TITLE Volume 07209 Folio 788
Created by instrument C886308 15/09/1967

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor

ROSS KENNETH HAWTIN of RMB 6007 ROSSMOYNE ROAD COLAC WEST 3250
W586472W 09/02/2000

ENCUMBRANCES, CAVEATS AND NOTICES

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section
24 Subdivision Act 1988 and any other encumbrances shown or entered on the
plan set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE TP868640G FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS


NIL

-----END OF REGISTER SEARCH STATEMENT-----

Additional information: (not part of the Register Search Statement)

Street Address: 100 ROSSMOYNE ROAD COLAC WEST VIC 3250

DOCUMENT END

| | | | | | |
|------|--------------------|---|----------------------------------|--------|-----------------------|
| Home | Account:
322875 |  | Authority Fee(GST
exclusive): | \$9.82 | 03/10/2013
09:32AM |
| | | | Service Fee(GST
exclusive): | \$0.00 | |
| | | | GST Payable: | \$0.00 | |
| | | | Total: | \$9.82 | |

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https://www.landata.vic.gov.au/landata.net/img_document_resp.aspx?searchstring=869... 3/10/2013



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| TITLE PLAN | EDITION 1 | TP 868640G | | | | | | |
|---|---|---|-----------------------------|--|--|--|--------------------------------|--|
| Location of Land
Parish : NALANGIL
Township :
Section : 16
Crown Allotment :
Crown Portion : 1 (PT), 2 (PT) & 3 (PT) | | Notations

ANY REFERENCE TO MAP IN THE TEXT MEANS THE DIAGRAM SHOWN ON THIS TITLE PLAN | | | | | | |
| Last Plan Reference : LP 9167
Derived From : VOL. 6692 FOL. 661
Depth Limitation : NIL | | | | | | | | |
| <div style="display: flex; justify-content: space-between;"> <div style="width: 60%;"> <p style="text-align: center;">Description of Land/ Easement Information</p> <p>ENCUMBRANCES
 AS TO THE LAND MARKED E-1
 THE DRAINAGE EASEMENT CREATED BY INSTRUMENT 2475485</p> </div> <div style="width: 35%; border: 1px solid black; padding: 5px;"> <p>THIS PLAN HAS BEEN PREPARED BY
 LAND REGISTRY, LAND VICTORIA FOR
 TITLE DIAGRAM PURPOSES</p> <p>COMPILED: Date 12/12/05
 VERIFIED: A. DALLAS
 Assistant Registrar of Titles</p> </div> </div> | | | | | | | | |
| | | | | | | | | |
| <table border="1" style="margin: auto;"> <tr> <th colspan="2">TABLE OF PARCEL IDENTIFIERS</th> </tr> <tr> <td colspan="2">WARNING: Where multiple parcels are referred to or shown on the Title Plan this does not imply separately disposable parcels under Section 8A of the Sale of Land Act 1962</td> </tr> <tr> <td colspan="2">LOT 1 = LOT 17 (PT) ON LP 9167</td> </tr> </table> | | | TABLE OF PARCEL IDENTIFIERS | | WARNING: Where multiple parcels are referred to or shown on the Title Plan this does not imply separately disposable parcels under Section 8A of the Sale of Land Act 1962 | | LOT 1 = LOT 17 (PT) ON LP 9167 | |
| TABLE OF PARCEL IDENTIFIERS | | | | | | | | |
| WARNING: Where multiple parcels are referred to or shown on the Title Plan this does not imply separately disposable parcels under Section 8A of the Sale of Land Act 1962 | | | | | | | | |
| LOT 1 = LOT 17 (PT) ON LP 9167 | | | | | | | | |
| LENGTHS ARE IN METRES | Metres = 0.3048 x Feet
Metres = 0.201168 x Links | Sheet 1 of 1 Sheets | | | | | | |

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REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958
VOLUME 10394 FOLIO 966

Security no : 124047608467U
Produced 03/10/2013 09:36 am

LAND DESCRIPTION

Lot 2 on Plan of Subdivision 415430L.
PARENT TITLE Volume 10005 Folio 909
Created by instrument PS415430L 31/07/1998

REGISTERED PROPRIETOR

Estate Fee Simple

Sole Proprietor

ROSS KENNETH HAWTIN of 100 ROSSMOYNE ROAD COLAC WEST VIC 3250
AB462923P 03/08/2002

ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE AB462924M 03/08/2002

AUSTRALIA AND NEW ZEALAND BANKING GROUP LTD

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section
24 Subdivision Act 1988 and any other encumbrances shown or entered on the
plan set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE PS415430L FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS


NIL

-----END OF REGISTER SEARCH STATEMENT-----

Additional information: (not part of the Register Search Statement)

Street Address: 85 ROSSMOYNE ROAD COLAC WEST VIC 3250

DOCUMENT END

| | | | | | |
|-------------|---------------------------|---|----------------------------------|---------------|-----------------------|
| Home | Account:
322875 |  | Authority Fee(GST
exclusive): | \$9.82 | 03/10/2013
09:34AM |
| | | | Service Fee(GST
exclusive): | \$0.00 | |
| | | | GST Payable: | \$0.00 | |
| | | | Total: | \$9.82 | |

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| | | | | |
|---|---------------------|--|----------------------------------|----------------------------------|
| PLAN OF SUBDIVISION | | STAGE No.
/ | LTO USE ONLY
EDITION 1 | PLAN NUMBER
PS 415430L |
| LOCATION OF LAND
PARISH: NALANGIL
TOWNSHIP:
SECTION: 16 & 17 (Part)
CROWN ALLOTMENT:
CROWN PORTION: Part 3 & 4 & Part Former Government Road
LTO BASE RECORD:
TITLE REFERENCES: Vol. 10005 Fol. 909
LAST PLAN REFERENCE/S: PS300959E Lot 3
POSTAL ADDRESS: ROSSMOYNE ROAD, COLAC WEST
<small>(At time of subdivision)</small>
AMG Co-ordinates
<small>(of approx centre of land in plan)</small> E 722450 N 5754550 ZONE: 54 | | COUNCIL CERTIFICATION AND ENDORSEMENT
COUNCIL NAME: COLAC OTWAY SHIRE REF: SUB/021/98
1. This plan is certified under Section 6 of the Subdivision Act 1988.
2. This plan is certified under Section 11(7) of the Subdivision Act 1988.
Date of original certification under Section 6:
3. This is a statement of compliance issued under Section 21 of the Subdivision Act 1988.
OPEN SPACE
(i) A requirement for public open space under Section 18 of the Subdivision Act 1988 has not been made.
(ii) The requirement has been satisfied.
(iii) The requirement is to be satisfied in Stage
Council Delegate
Council Seal
Date 12 / 6 / 98

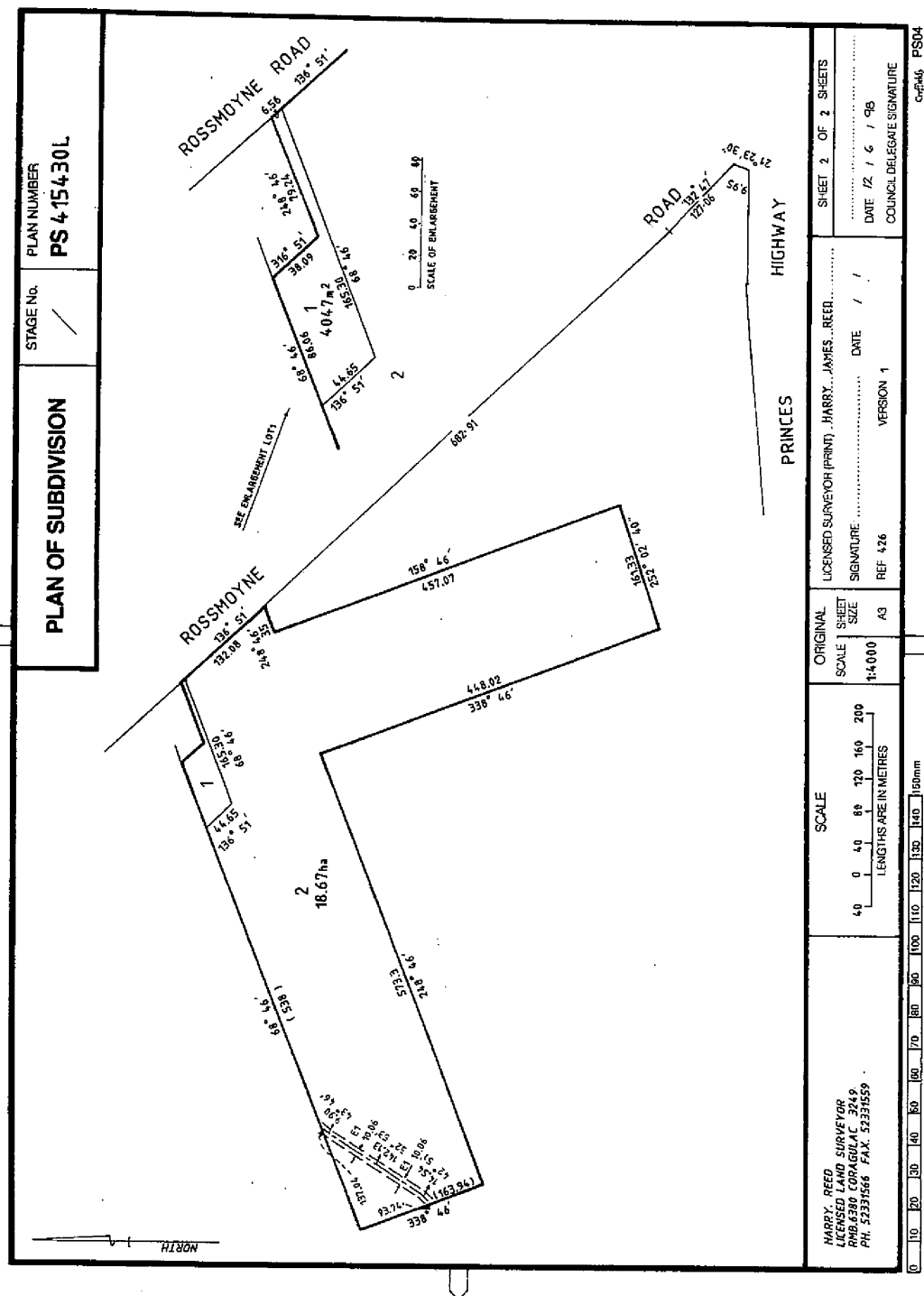
Re-certified under Section 11(7) of the Subdivision Act 1988:
Council Delegate
Council Seal
Date / / | | |
| VESTING OF ROADS AND/OR RESERVES | | NOTATIONS | | |
| IDENTIFIER | COUNCIL/BODY/PERSON | STAGING This is/ is not a staged subdivision.
Planning permit No. _____
DEPTH LIMITATION does not apply. | | |
| NL | NL | | | |
| SURVEY THIS PLAN IS/IS NOT BASED ON SURVEY
THIS SURVEY HAS BEEN CONNECTED TO PERMANENT MARKS No.(s) _____
IN PROCLAIMED SURVEY AREA No. _____ | | | | |
| EASEMENT INFORMATION | | | | |
| LEGEND A - Appurtenant Easement E - Encumbering Easement R - Encumbering Easement (Road) | | | | |
| Easement Reference | Purpose | Width (Metres) | Origin | Land Benefited/In Favour Of |
| E1 | DRAINAGE | 10.06 | LP9167 | LOTS ON LP9167 |
| HARRY REED
LICENSED LAND SURVEYOR
RMB.6280 COLAC 3249
PH. 52331566 FAX. 52331559 | | LICENSED SURVEYOR (PRINT) HARRY, JAMES, REED
SIGNATURE DATE 27 / 4 / 98
REF 426 VERSION 1 | | |
| LTO USE ONLY
STATEMENT OF COMPLIANCE/
EXEMPTION STATEMENT
RECEIVED <input checked="" type="checkbox"/>
DATE 6 / 07 / 98

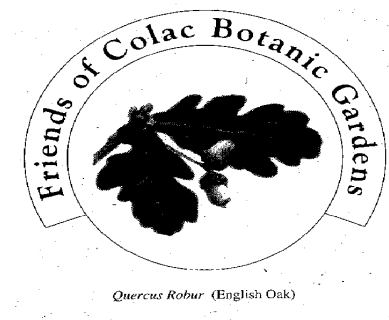
LTO USE ONLY
PLAN REGISTERED
TIME 9.30 am
DATE 31 / 7 / 98

Assistant Registrar of Titles
SHEET 1 OF 2 SHEETS | | DATE 12 / 6 / 98
COUNCIL DELEGATE SIGNATURE
ORIGINAL SHEET SIZE A3 | | |

Officially PS01

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MINUTES OF MEETING HELD AT COLAC BOTANIC CAFÉ THURSDAY 12th September 2013

Meeting opened at 7:30pm with President Anne Mercer (AM) in chair

Present:

Ros Scanlan (RS) Secretary Chris Smith (CS), Jan McMahon (J McM), Pauline Maunsell (PM), Mary Eaton (ME), Sue Mulder (SM), Helen Paatsch (HP) Laurence Towers (LT), Cr Terry Woodcroft (TW)

Apologies: Gwenyth Knox, Jen Todorovic, Georgie McCreddie, Jan McMahon, Chris Bell

MINUTES OF PREVIOUS MEETING: Minutes of August meeting confirmed, with correction that HP, not CS, moved the confirmation of minutes. Moved HP 2nd CS

BUSINESS ARISING FROM MINUTES

CORRESPONDENCE

- Cam Stewart – membership
- Lisa Loughnane, COS – opportunity to comment on ‘Active in Parks’ poster + follow up
- *The Gardens* – magazine of Foundation and Friends of The Botanic Gardens (NSW)
- Leanne Brooker COS – advising contact details for Mr Adam Lehmann who is Acting General Manager Infrastructure and Services, following the departure of Mr Neil Allen. (acknowledged)
- ANGAIR_ Anglesea Wildflower and Art Weekend 21-22 Sept. Flyers sent
- Friends of Hamilton BG – Newsletter and invitation to Gala Garden day Friday 11 October
- Friends of the RBG Melbourne: Flyers re botanic art exhibition 5 -20 Oct.
- Growing Friends RBG Melb.: Spring plant sale 5-6 October
- Cobden Garden Club Inc – appreciation of our guides and donation of \$50
- COS – inviting nominations for 2014 Australia Day Awards

Moved to receive correspondence: PM 2nd SM

Business arising from Correspondence: Aust. Day Awards – No action this year, but suggestion made that we consider a suitable nomination for 2015, our 150th anniversary year.

Active in Parks – Concern reiterated re vigorous activities and ball games in the Botanic Gardens which are different from a general park. Bot Gardens emphasis is on general quiet recreation, picnickers, walkers.

Motion: That we advise that the role of the Botanic Gardens is suited to less active recreation and that we encourage vigorous activities and ball games be directed to the lake foreshore or the eastern end of the gardens adjacent to the playground. Moved HP 2nd SM passed

TREASURER'S REPORT:

In August \$132 was banked: Plant sales \$40; membership \$80; Raffle \$12
Further Aug - September plant sales \$54 received plus memberships \$40

Accounts for payment: travel for research for HP: \$53
Receive report and pay expenses: Moved SM 2nd HP

HP reported on research at the Colac Historical Society and recommended that a \$20 donation be made towards their expenses. Moved HP 2nd SM

GARDENERS REPORT: Written report presented .

Some vandalism has occurred with the lower branches of the Woollamai pine being damaged.

Some loss of plants around the lookout is still occurring.

A visitor's complaint after a child fell on a sign has lead to signs near seats being moved higher.

AM thanked and congratulated LT for the forward thinking to have propagated some Cupressus Forbesii.

POTTING REPORT: Judy Comley has joined the potting team**GENERAL BUSINESS:**

- AM thanked CrTW for his interest in the Friends committee and his willingness to attend our meetings.
- **150th anniversary:** *History* – Research is progressing well with HP finding anecdotes that show local perceptions and use of the gardens over time. Many photos have been offered. These have been scanned at the Colac Herald and saved in digital form.

Calendar – John Simmonds is working with PM on photo selection. Supplementary photos will be taken over the coming months.

Sub-committee – Meet to firm up recommendations for 2015 activities:

Mon 7th Oct 12 – 1pm at the Botanic Cafe. New committee members are invited to attend.

- Plan gatherings for Friends members. Perhaps visit Camperdown together – Sunday 13th October, there is a dry stone wall presentation. AM will check if we can meet garden club members and see their projects as well.
- Lunch for the potters: RS to consult JM about a date. We will pay for the regular potting group members lunch; all others to pay their own way. Invite interested Friends to meet with committee and potters and join us for lunch. *P.S.* Date set: **Wed 23rd Oct. approx noon.** Casual dress as the potters will have been working.
- AM suggested that we write to express our thanks and appreciation to Neil Allen.
- Warrion Flower Show have invited us to have a plant stall at their show in October. It was decided not to do so this year but consider being involved next year: an opportunity to sell our calendar and promote the approaching 150th anniversary.
- CS mentioned election promises that may impact the Botanic Gardens in some way: Masterplan for the lake could come to fruition within 3 years; Central Reserve development could see the removal of the CFA track from the foreshore.
- Council representative: clarification sought by RS as a decision was held over from the August meeting. *Motion:* That we write to Council requesting that a new council representative be appointed so that there can be a clear differentiation between the roles of committee member and council representative. Moved RS 2nd HP passed by majority

Raffle: Won by RS

NEXT MEETING THURSDAY 10th October – postponed to 17th October.

Councillor Briefing Session

Wednesday, 23 October 2013

Venue – COPACC Meeting Rooms, Colac

| | |
|------------------------------|--|
| Present: | Cr. Lyn Russell (Mayor)
Cr. Frank Buchanan
Cr. Brian Crook
Cr. Stephen Hart
Cr. Michael Delahunty
Cr. Terry Woodcroft

Rob Small, Chief Executive Officer
Colin Hayman, General Manager, Corporate & Community Services
Jack Green, General Manager, Sustainable Planning & Development
Adam Lehmann, A/General Manager, Infrastructure & Services
Rhonda Deigan, Executive Officer |
| Part: | Doug McNeill & Gemma Browning (2.30pm – 2.45pm)
Brett Exelby (from 3.00pm) |
| Apologies: | Nil |
| Conflict of Interest: | Nil |

| | |
|----------------|---|
| 2.30 pm | C76 Planning Scheme Amendment – Doug McNeill, Don Lewis & Gemma Browning |
| 3.00 pm | Councillor Briefing Session |



Assembly of Councillors Record

This Form MUST be completed by the attending Council Officer and returned IMMEDIATELY to Document Management Co-ordinator for filing. A copy of the completed form must be provided to the Executive Officer to the CEO, Mayor & Councillors for reporting at the next Ordinary Council Meeting. {See over for Explanation/Guide Notes}

Assembly Details:

Date: 6 / 11 / 2013

Time: 1 - 2 am/pm

Assembly Location: Councillors office, 2-6 Rae St
(some e.g.s. COPACC, Colac Otway Shire Offices, 2 - 6 Rae Street, Colac, Shire Offices - Nelson Street, Apollo Bay)

In Attendance:

Councillors: Cr Stephen Hart, Cr Chris Smith, Mayor Lyn Russell, Cr Terry Woodcraft,

Officer/s: Hege Eiert


Matter/s Discussed: 2014 Australia Day Awards, 2015 Australia Day Celebrations, New Art cat. in awards.
(some e.g.s. Discussion s with property owners and/or residents, Planning Permit Application No. xxxx re proposed development at No. xx Pascoe Street, Apollo Bay, Council Plan steering committee with Councillors and officers.)

Conflict of Interest Disclosures: (refer page 5)

Councillors: Chris Smith - Derby Dells

Officer/s:

Left meeting at: 2.15 pm
Completed by: 2 pm
C. Chris Smith left meeting at 1.45 pm after checking interest - Derby Dells. Hart, Russell and Smith left meeting at 2 pm.

| | | |
|--|--|---|
|  <p>Agenda</p> | <h1>Councillor Workshop</h1> <p>Wednesday, 6 November 2013
COPACC Meeting Room
2.45 pm to 6.00 pm</p> | |
| | <p>ATTENDEES:
Cr Lyn Russell (Mayor), Cr Stephen Hart, Cr Frank Buchanan, Cr Terry Woodcroft (from 3.55pm), Cr Michael Delahunty, Cr Brian Crook, Cr Chris Smith (from 5.00pm to 5.54pm)</p> <p>Part: (from 2.45pm – 5.00pm)
Rob Small (CEO)
Colin Hayman (GM, Corporate & Community Services)
Jack Green (GM, Sustainable Planning & Development)
Adam Lehmann (A/GM, Infrastructure & Services)</p> <p>Apology: Nil</p> | |
| | <h2>Agenda Topics</h2> | |
| 2.45 pm | Declaration of Interest | Nil |
| 2.45 pm – 3.05 pm | G21 Regional Growth Plan Implementation Plan | Doug McNeill |
| 3.05 pm – 3.35 pm | Victorian Coastal Strategy | Stewart Anderson, Doug McNeill |
| 3.35 pm - 4.05 pm | Carbon Neutral Plan | Stewart Anderson, Travis Riches, Dora Novak |
| 4.05 pm – 5.00 pm | Planning Delegations | Doug McNeill, Blaitthin Butler |
| 5.00 pm – 6.00 pm | Pre Statutory Meeting | |



Old Beechy Rail Trail Executive Officer Report 5 August 2013



RIDF Funding (Regional Infrastructure Development Funding)

- Ongoing monitoring of works progress. Regular team meetings continue to be held with Capital Works Co-ordinator and Manager Capital Works.

OBRT Brochure

- Considering producing more brochures to be available when Great Vic Bike Ride comes through Gellibrand in November.
- Committee member involvement in production of new brochure – funded through Community Funding Program

Licence agreements

- Licence Agreement received from new property purchasers in Gellibrand. New owners appear very supportive of the Old Beechy rail Trail.

Review of Council Policy and Instrument of Delegation

- Two Council documents have had input from the OBRT Committee and provided to Council for consideration:
 - Instrument of Delegation OBRT - adopted by Council at 24 July
 - Use of the Old Beechy Rail Trail by Recreation Vehicles policy - adopted by Council at 24 July meeting.

Golden Gumboot

- Committee members have collected boots for painting which is much appreciated.

Pedestrian Counters

- Data report presented with figures recorded from Thursday 1 August 2013.
- Report with figures to be distributed to Committee.

Great Vic Bike Ride 2013

- Opportunity for involvement and fundraising for OBRT Committee.

Website for Beech Forrest

- Opportunity to promote OBRT – request for use of photos for website and for Committee to provide information on the history of the trail.

Old Beechy Rail Trail Committee Meeting

MINUTES of the Old Beechy Rail Trail Committee
held on Monday 5 August 2013
at 10.00 am – 12.30 pm

| ITEMS & ACTIONS | RESPONSIBLE OFFICER | ACTION DUE DATE |
|---|---------------------|-----------------|
| <p>1. ATTENDEES:
Bernard Jordan, Christine Humphris, Anthony Zappelli, Tony Grogan, Jodie Fincham, John Wilson, Noel Barry, Chris Smith (Chair), Kim Vince, Terry Woodcroft, Cyril Marriner, Nigel Jenkins
Minutes: Melanie Duvè</p> <p>2. APOLOGIES:
Glen Anderson, Tricia Jukes, Craig Clifford, Phil Dandy</p> <p>3. CONFIRMATION OF MINUTES FROM PREVIOUS MEETING:

Minutes taken as read.

Moved – Tony Grogan
Sec – Anthony Zapelli
Carried</p> <p>4. BUSINESS ARISING:</p> <p>5. CORRESPONDENCE
IN:</p> <ul style="list-style-type: none">• Rail Trails Australia Newsletter<ul style="list-style-type: none">- Only distribute pages relevant to OBRT, if anyone wants to read the entire publication they can subscribe to it.• Arthur E George & Sons have written to Committee advising the purchase of property by the Espinoza family along the OBRT, next door to McDevitt between Calco and Midway.• Friends of the OBRT Newsletter <p>OUT:</p> <ul style="list-style-type: none">• Jodie Fincham wrote to the Espinoza family, congratulating them on their purchase of property, explaining the Licence Agreement and also inviting the purchasers to a meeting to further discuss the Licence Agreement process. <p>6. WORKS REPORT
Submitted by John Wilson</p> <ul style="list-style-type: none">• A contractor has been appointed for the Colac Station section, from Produce Lane through to the Mercy Health | | |

| ITEMS & ACTIONS | RESPONSIBLE OFFICER | ACTION DUE DATE |
|--|---------------------|-----------------|
| <p>property boundary. Once permits are obtained from V/Line and VicTrack, the contractor (Global Contracting) can proceed. Start date on site hopefully mid August.</p> <ul style="list-style-type: none"> • Dinmont to Ditchley Station - the constructed section of Trail through the gully is closed and will remain so until the section from the Gully through to Dinmont Station has been completed. Minor drainage works are still to be completed followed by remedial works to the trail surface. Overall Council officers are very happy with the trail that has been constructed and consider the alignment to provide a lovely walking environment. • Beech Forest to Ferguson section – A Planning Permit is required for vegetation removal. A geotechnical engineer has completed a report in support of the Planning application. Application is expected to be submitted later this week. • There are still some outstanding Licence Agreements. Confirmation for the use of the Recreation Reserve at Ferguson is still to be finalised with DEPI. • The following works have been completed by COSWorks • Spraying of the Trail between Coram and Beech Forest. • Trimming of minor vegetation to open track to full width between Coram and Beech Forest. • Yellow guide posts have been installed at road crossings and ends of culverts. • A gate at Maxwell's road has been re-installed on its hinges • Some pavement material has been stockpiled at Banool for repair of washouts, however remedial works are yet to be finished • The double gates at McDevitt have not been re installed, however all materials for this job are on hand and expected to be completed soon. • Information has been received re the use of motorbikes along the Humphris section. A request was made to install prohibition signage be installed at either end of this section. • This section of the Trail is not open so there should be no use at all, so signs can be installed. • Signs needed at Beech Forest entrance as well as Northern end of trail. • Damage has been done to the Southern side of the loop in the Gully, however no damage has been done to the Trail at this stage. • Terry Woodcroft offered to speak to the young people involved if they are known. Committee agreed will try signage first as there is currently nothing advising riders they are not permitted to ride motorbikes on the Trail. • Access to Ditchley Station may require a sign as well | | |

| ITEMS & ACTIONS | RESPONSIBLE OFFICER | ACTION DUE DATE |
|--|---------------------|-----------------|
| <ul style="list-style-type: none"> • 700 – 800 metres of Trail has been constructed at Humphris section. Hope to commence the Northern section of construction September/October with an estimated completion time of 6-8 weeks. • Beech Forest to Ferguson should have a contractor appointed by September/October with works to commence when weather improves. • Significant works to be completed by Christmas • Mercy Place developments • Trail will remain within the 3m easement with surveying of the drainage required. • Contract has been awarded with commencement of works planned for the summer months. • Drainage needs to be looked at carefully due to existing issues with flooding of the Bowls Club. <p>7. GENERAL BUSINESS</p> <p>Great Victorian Bike Ride</p> <ul style="list-style-type: none"> • The event is having a stopover at Gellibrand Thursday night, 28 November 2013 and Birregurra the following night. A great opportunity to promote Gellibrand and the Colac Otway Shire. • The Creswick Community Committee have offered the use of a penny farthing and velocipede bicycles for the 2 days, visitors can have their photos taken with the bikes. • Estimated number of 4800 people will be in town for the stop over. • Will they be using the Trail? Could them some of the Trail through this section. • Jodie has been involved with the Great Vic Bike Ride in the past. If there is a rest day the community can offer activities for the group but the stop in Gellibrand/Birregurra does not include a rest day. • A letter received from GVBR organises inviting Community Groups to host pop up markets etc promoting the township and use it as an opportunity to fundraise was presented for consideration. • Set up of marquees in the 'main street' of the rec reserve is by midday and a commitment of 8 hours from the stall holder is required. • Suggestion to promote the Old Beechy Rail Trail at the Rex Norman Park was deemed more appropriate. On previous visits to Gellibrand the riders have ventured out of the camp ground and wandered around the township, so a display at the Rex Norman Park would definitely attract visitors. • 2000 OBRT brochures are being printed through the | | |

| ITEMS & ACTIONS | RESPONSIBLE OFFICER | ACTION DUE DATE |
|--|---------------------|-----------------|
| <p>Events budget for use at the Hunt for the Golden Gumboot and also for use at this event.</p> <ul style="list-style-type: none"> • Discuss further at the next meeting, there is keen interest amongst the Committee to participate. • Excellent opportunity to promote a “Colac, Life your way” campaign. <p>Beechy Train:</p> <ul style="list-style-type: none"> • Chris Smith presented a proposal for the use of the Beechy Train on the Trail over the coming 2013/14 Summer Season. The proposal is the same as previous years with up to 10 trips along the Trail between November 2013 and May 2014. • Chris is happy to have the train on display at the Great Vic Bike Ride stopover. • Terry Woodcroft congratulated Chris Smith on donating \$7000 over the past 7 years to the OBRT Committee through the Beechy Train. All expenses associated with train maintenance, time, staffing for trips etc is all at Chris' own expense. To raise this money for the Committee is fantastic and deserves acknowledgment. • A train passenger, Mr Towers had an amazing trip and had the opportunity to share his knowledge of the Otways. • It was suggested by a committee member whether mothers of young children unable to complete large sections of the Trail (i.e. toddlers) could make use of the Train? Are there guidelines regarding small children? Group to discuss. <p>Chris Smith left the room at 11.10am for the Committee to discuss his proposal to operate the train over the forthcoming summer season and the possibility of young children using the train.</p> <ul style="list-style-type: none"> • Bernard Jordan reminded the meeting that originally he was not 100% supportive of the Beechy Train when first joining the Committee. However, now knowing more of the background and seeing the benefits, he is now in favour of the train for its current purpose and would support Chris' proposal for use over the coming summer. However, Bernard is not supportive of extended the use to include small children as he believes small children can complete smaller sections of the Trail at a time. • Anthony Zappelli would like to move to approve another year of the Beechy Train. • Anthony does support the extension of use to include small children as he believes it is a great investment for the future and the return of these children to experience the Trail when older is highly likely. | | |

| ITEMS & ACTIONS | RESPONSIBLE OFFICER | ACTION DUE DATE |
|---|---------------------|-----------------|
| <ul style="list-style-type: none"> Christine Humphris seconds the move the approve use of the Train for a further 12 months. Christine also supports Anthony's comments about extending the use. <p>Motion to approve proposal of Beechy Train for another 12 months under current regime e.g. train to complete a maximum of 10 trips between November 2013 and May 2014, subject to approval of a current risk assessment.</p> <p>Moved: Anthony Zappelli
 Second: Christine Humphris
 Carried: All</p> <ul style="list-style-type: none"> Terry Woodcroft is supportive of the extension of the Train use to include small children as he agrees with Anthony it is a great investment for the future. A trip on the Train puts a visual in their minds and hopefully encourages children to come back when they are able to walk/ride the Trail. Tony Grogan appreciates the comments of Anthony, Christine and Terry but agrees with Bernard. Noel Barry travelled along the Beechy line by train as a child and it definitely left a positive impression on him. However, he would not like to see the Beechy Train over commercialised. <p>Motion to approve extended use of the Beechy Train to include small children (i.e. children unable to complete large sections of the Trail). Subject to Train operator's availability.</p> <p>Moved: Jodie Fincham
 Second: Terry Woodcroft
 For: 6
 Against: 3</p> <p>Chris Smith was invited to return to the meeting at 11.25am</p> <ul style="list-style-type: none"> Tony Grogan advised Chris Smith of the following: That the motion for the operation of the train for another 12 months was approved unanimously. The proposal to extend the use of the train to include small children was approved with a vote, 6 for and 3 against. Chris appreciates the suggestion of involving very young children in train rides being raised and if there was demand and he was available, he would make use of the opportunity. However, it is more likely that this will probably be a one off trial, as time can be an issue. <p>Gellibrand top crossing</p> <ul style="list-style-type: none"> Tony Grogan has asked for any objections to his wife | | |

| ITEMS & ACTIONS | RESPONSIBLE OFFICER | ACTION DUE DATE |
|---|---------------------|-----------------|
| <p>replanting and maintaining the garden area near the top crossing. It was planted with native grass by COSWorks but only a 15% strike rate.</p> <ul style="list-style-type: none"> Members of the Committee advised that from a Committee perspective there were no objections to Tony's request. The Committee would like to extend commendation to the Gellibrand Gardening group for the beautiful work they have done in Gellibrand. <p>Bike racks</p> <ul style="list-style-type: none"> Noel advised that Philip Dandy would like to install some wooden bike racks along the Trail with permission from the Committee. <ul style="list-style-type: none"> Chris Smith would like Philip to bring in a model of what he is proposing to construct for the Committee to review and discuss. | Noel Barry | |
| <p>Friends' Newsletter</p> <ul style="list-style-type: none"> To avoid the potential of misinformation or information being published that the Committee has not authorised, it was that a disclaimer could be included stating <i>'Information in this newsletter is not necessarily the views of the Old Beechy Rail Trail Committee'</i> Noel is happy to have a discussion with the author about including the disclaimer on future newsletters. | Noel Barry | |
| <p>ACTION: Noel to discuss the inclusion of a disclaimer in the Friends Newsletter with the author of the Friends' newsletter.</p> | | |
| <p>FRIENDS REPORT</p> <ul style="list-style-type: none"> The Colac Station sign was erected 9 June 2013. Frank Kinnersley (Rail Trails Australia) arrived on the day to help. McDevitt Shed – wall panelling etc is in storage ready to be installed once weather improves. Noel spoke about the Cabbage Palm Tree located at the Colac Station and the possible history behind it Noel was approached by the Cressy Centenary Committee to make signs for the celebration. Not enough notice was given to construct 2 signs so Noel has made 1 sign to be displayed at the Centenary Celebrations and a smaller one to possibly be auctioned off. Celebration will be held at the Cressy Public Hall commencing at 10.00am. | Noel Barry | |
| <p>8. EXECUTIVE OFFICER REPORT</p> <p>Presented to Committee by Jodie Fincham</p> <ul style="list-style-type: none"> Seeking any interest from the Committee to take on the | | |

| ITEMS & ACTIONS | RESPONSIBLE OFFICER | ACTION DUE DATE |
|---|----------------------|-----------------|
| <p>reproduction of the new OBRT as there is a potential conflict of interest for Jodie Fincham being the Co-ordinator of the Community Funding Program to which this project is funded. Committee suggested the formation of a sub Committee.</p> <ul style="list-style-type: none"> - Bernard Jordan and Chris Smith are interested in the participating in this project. It was agreed they will meet to discuss project and present a draft at the October meeting with a final to be presented at the December meeting with the intention to print new brochure in January. • The Espinoza family (new purchasers of property located on the trail) have signed for 20 years, the only Licence holders to sign for this long. • Tony Grogan is commended by the Committee for his dealings with the family some years ago in presenting the trail. Tony met with the family a number of years ago and may have had some influence on them purchasing property in the area. • Jodie is also commended for the way she has handled the presentation of the Licence Agreement process, meeting with the family, explaining the agreement clearly and applying no pressure on the family to sign. • Anthony Zappelli has supplied some photographs from Bob Whitehead to the Beech Forest Community Group for use in their web page to promote the trail. Permission was also provided to this group to use information from the OBRT brochure for use on the site. <p>Treasurer's Report</p> <ul style="list-style-type: none"> • Payment for concrete, approx \$30.00 • Tony Grogan asked if the current process of approving invoices for payment should remain or should it be handed to the Chair? Currently, invoices are sent to Tony who then advises Tricia of payment. Tony is not sure if this was assigned to him as the Chair or a Committee member. • Committee are happy for Tony to continue to receive and approve invoices pending it is not minuted as the Chair's responsibility. • A cheque was presented for \$1,000 for the past season of the Beechy Train. <p>ACTION: Jodie to confirm whether or not it has been minuted as the role of the Chair to approve invoices for payment.</p> | <p>Jodie Fincham</p> | |

| ITEMS & ACTIONS | RESPONSIBLE
OFFICER | ACTION
DUE DATE |
|-----------------------------|------------------------|--------------------|
| 9. ITEMS FOR FUTURE MEETING | | |

Time Meeting Concluded: 12.15pm

NEXT MEETING – Monday, 7 October 2013 10.00am COPACC

Joint Committee

14 August 2013 Minutes



Colac Community Library
and Learning Centre

1. **Welcome.** Helen Paatsch agreed to chair the meeting, and welcomed all.
2. **Present:** Helen Paatsch, Stephen Hart, Colin Hayman, Jackie Dullard, Roslyn Cousins
3. **Apologies:** Simon Dewar

| Agenda Item | Discussion | Action |
|---|--|-------------------------------|
| 4. Minutes
8 May 2013 | Minutes were accepted.
<i>Moved by Stephen Hart and seconded by Colin Hayman</i> | Carried |
| 5. Business arising | | |
| 5.1 Agreement Amendment | Now signed & sealed. Distributed to all members. | NFA |
| 5.2 Transport Connections Funding for improved access | Funds have been carried over to the new financial year. Work to be completed by COSWorks includes seats, line marking and signage. | Colin Hayman |
| 5.3 Meeting Room Fees | Report distributed to members. Calendar year to date income \$3,810. It was noted that in February 2011 the joint use partners agreed that 12 months of the meeting room fees be dedicated to purchasing equipment for the meeting room.

The joint committee request a review by Colac Secondary College and Colac Otway Shire regarding the distribution of meeting room fees and is of the view that a proportion of the fess should be made available to the Joint Committee to improve the facility.
<i>Moved by Stephen Hart and seconded by Jackie Dullard</i> | Roslyn Cousins

Carried |
| 5.4 Pull down screen | Awaiting correct supply. | Simon Dewar |
| 5.5 SW Community Colac Subfund | An application has been submitted to fund the purchase of two wheelchairs. | |
| 5.6 Equipment | Pending awaiting outcome of fees review. | |
| 6. Correspondence | | |
| C. Gilbert | The Joint Committee accepted Carolyn Gilbert's resignation from the committee. That a letter of thanks be sent to Carolyn Gilbert acknowledging her contribution to the Joint Committee.
<i>Moved by Helen Paatsch, seconded Colin Hayman.</i> | Roslyn

Carried |
| 7. General Business | | |
| 7.1 Recruitment | CRLC will undertake coordination of the recruitment of two community representatives seeking members who can broadly represent the community, are library users and who have an understanding of governance. The partners (COS & CSC) and operator (CRLC) will conduct interviews with shortlisted candidates. | Roslyn |
| 8. Next meeting | Wednesday, 13 November 2013, 5pm | Roslyn - Agenda |
| Meeting closed: | 6pm | |



STATE COUNCIL

25 October 2013

RESOLUTIONS FROM MEMBERSHIP

Constitutional Recognition of Local Government

Resolution

That the Municipal Association of Victoria State Council strongly supports the actions of ALGA in seeking the reimbursement of costs associated with the Yes campaign and a commitment from the new Federal Government to hold a referendum on Constitutional Recognition of Local Government within the current term of the Commonwealth Government.

Recognition of Local Government within the Ministry of Infrastructure and Regional Development

Resolution

That the MAV urgently requests the Prime Minister to explicitly insert the words 'Local Government' in the Ministry for Infrastructure and Regional Development's title, given local government is represented by 562 local government authorities.

Library Funding

Resolution

That the Victorian Government commit to four year funding agreements that reflects a true partnership approach and provide no less than 50% of library service delivery costs.

Bushfire Management Overlay Review

Resolution

That the MAV undertake:

1. An industry wide campaign to advocate for a more flexible approach to building on properties impacted by a Bushfire Management Overlay in the planning scheme.
2. An advocacy campaign to the state government (the Premier of Victoria, the Minister for Planning, the Minister for Police and Emergency Services and State Opposition Leader and all state members of Parliament) highlighting the need for urgent revision of the BMO rules to maintain a focus on community fire safety outcomes, while addressing the significant problems created by the Bushfire Management Overlay (BMO).

Rating exemption for charitable land

Resolution

That the MAV request the Minister for Local Government to support the amendment of the Local Government Act 1989 to include a definition of 'charitable purposes' that clearly excludes the conduct of substantial commercial activities by charitable bodies.

Transparency of Planning Rules in Victoria

Resolution

That the MAV State Council requests the Department of Transport, Planning and Local Infrastructure to make available for viewing on its Planning Schemes Online website all Incorporated Documents specific to each municipality's Planning Scheme, in the interests of ensuring that developers, the public and Councils all have direct access to a complete set of transparent planning rules for all parts of Victoria.

Heights of New Developments and Overshadowing

Resolution

That the Municipal Association of Victoria calls for a review of planning controls, linked to the height and bulk of new building developments, to specifically minimise the impact of overshadowing for sensitive areas, such as school playgrounds, public parks and active spaces on river and creek frontages.

Freight Movements

Resolution

That the Municipal Association of Victoria calls upon the State and Federal Governments to develop effective freight and transport infrastructure projects to respond to the projected growth in port and industry movements of containers, rail and heavy vehicles in metropolitan Melbourne over the next 20 years. It is critical that the freight and transport infrastructure projects are integrated and provide adequate separation of major freight routes from residential streets and zones.

Federal role in public transport

Resolution

That this State Council make representations to the Federal Government to provide funding for public transport projects (in rural, regional and metropolitan areas) based on triple-bottom-line assessment of the merits of each proposed project, seeking the equitable, sustainable, efficient and affordable movement of people and freight in all parts of the country.

Level Crossing

Resolution

That the MAV to lobby the State Government to formally review the Australian Level Crossing Assessment Model (ALCAM) of 2007, and to formulate and publish a set of transparent and evidence-based guidelines for grade separation of high-risk level crossings throughout Victoria.

Road Safety Regulations

Resolution

That the MAV State Council urgently requests the Minister and the Shadow Minister for Transport and VicRoads, and the Chair of the Parliamentary Road Safety Committee to undertake a review of the Road Safety (Vehicles) Regulations to restrict the level of window tinting in front side windows with a view to increasing the minimum level of visible transmission from the existing 35% requirement.

School Crossing Supervisors

Resolution

That the MAV lobby the State Government of Victoria to increase VicRoads funding for school crossing supervisors across Victoria and improve the turnaround time for VicRoads approval of Council identified school crossings.

Victorian State Government policy on free school bus network – request for review

Resolution

That the Municipal Association of Victoria (MAV);

1. Lobby the State Government for a review of the State Government policy and programs with regard the free transport of school children, particularly those policies and programs that impact the free transport of school and preschool children in rural and remote rural areas.
2. Requests the review include an examination of the school bus transport special needs of children in rural and remote rural areas, the need to ensure there are improved communication processes in relation to any changes to be instigated with regard policy implementation and that any changes made are effective from the start of a school year.

Transport financing and implementation strategy

Resolution

That this MAV State Council meeting calls on the State Government to produce a major transport financing and implementation strategy which demonstrates to the Victorian public that a broad range of transport projects can be delivered in the short to medium term in addition to the East West tunnel/link. Such a strategy would address implementation of the;

- Network Development Plan – Metropolitan Rail in particular the Metro rail tunnel project;
- The forthcoming network development plan for buses;
- The Victorian Freight and Logistics Plan;
- Auditor General recommendations regarding Developing Transport Infrastructure and Services for Population Growth Areas;
- Transport priorities identified in Regional Growth/Transport Plans.
- Transport priorities identified in Regional Growth/Transport Plans.

East West Link & associated major projects facilitation amendments bill

Resolution

That the Municipal Association of Victoria:

- Write to the State Government raising concern over the lack of consultation with Councils on the Major Project Facilitation Amendments (East West Link and other projects) Bill 2013 and the identified removal of Council's rights regarding such projects.
- Advocate the State Government to cease the East West Link Project, as currently being planned and implemented, and major public transport infrastructure be provided in lieu of this, namely the Melbourne Metro Tunnel.

Procurement of Accessible Information and Communications Technologies (ICTS)

Resolution

That this State Council calls on the MAV to:

- a) advocate jointly with Disability Peak bodies such as the Australian Federation of Disability Organisations (AFDO), the Australian Disability Network (AND) and the Australian Consumers Action Network (ACCAN) to Standards Australia and the Federal Government for the development and adoption of Australian procurement standards for accessible ICTs.; and
- b) lobby software vendors to raise their awareness and encourage them to make a voluntary commitment to develop sector specific solutions for accessible software programs for local government.

A call to all levels of Government for Community Infrastructure Support

Resolution

That the MAV advocate to the Federal and Victorian State Governments that Governments at all levels commit to early planning and significant investment in community infrastructure, especially public transport, in areas of urban growth in order to build strong, sustainable communities.

National Broadband Network

Resolution

That the Municipal Association of Victoria calls upon the responsible Minister, and authorities, for the rollout of the National Broadband Network, to consult more closely with Local Government, on the basis that Local Government is best placed to represent community need and to prioritise for minor adjustments, within the context of the national program.

Establish the Victorian Infrastructure Council

Resolution

That the MAV State Council calls on the Victorian State Government to establish the Victorian Infrastructure Council to plan, fund, deliver and maintain state and local infrastructure.

Changes to Natural Disaster Relief and Recovery Arrangements

Resolution

That the MAV seek :

- Reconsideration of recent changes made to the Natural Disaster Relief and Recovery funding arrangements that now prevent Local Government from accessing funding on behalf of communities to

reinstate / repair walking paths and trails, sporting and recreation facilities and other community infrastructure damaged by natural disasters.

Continuity of staff resourcing – Department Of Environment and Primary Industry

Resolution

That the MAV seek a commitment from the Victorian Government to ensure that adequate staff resources are maintained to ensure that the statutory approvals functions undertaken by the Department of Environment and Primary Industry are effectively undertaken despite the need to manage a range of fire related activities.

Reform of the Rural (Green Wedge) Zones

Resolution

That the MAV advocate to the State Government and the Minister for Planning to reform the rural (green wedge) zones to provide greater clarity as to their purpose, simplicity in their interpretation and which are better able to achieve the strategic objectives of local communities; by:

- Making each zone more locally responsive.
- Introducing a modified, less restrictive 'in-conjunction with' test at a default, state-standard level.
- Allowing local planning authorities the ability to specify a minimum size for a lot to be used for the purpose of a dwelling.
- Amending the schedules to the rural (green wedge) zones to allow strategically justified local variations to default State-standards.
- Modifying the definitions of 'Natural systems' and 'Primary produce sales' at Clause 74, and the 'In-conjunction with' test at Clause 64.02.

Multiple Land Use Framework

Resolution

That the MAV seek a commitment from the Victorian Government that thorough and meaningful community engagement will be undertaken to inform the development and application of the Multiple Land Use Framework in Victoria.

Crown Land Asset Burden and Council Sustainability

Resolution

That the MAV Council acknowledges the heavy burden that the administration of Crown Land Assets on behalf of the State Government imposes on rural councils and:

1. 1 Calls on the State Government to acknowledge that rural councils sustainability is jeopardised by the burden of maintaining crown land assets.
2. Acknowledges that rural crown owned assets form the major part of rural councils "asset renewal gap".
3. That continued cost shifting associated with crown owned land affects councils ability to close the "asset renewal gap" and makes many rural councils increasingly unsustainable.
4. Acknowledges that many community based crown land managers in rural areas are aging and are unable to continue to manage crown land assets leaving the burden of additional crown land management to fall to councils.

5. Calls on the MAV to lobby the State Government to better resource rural councils to allow them to continue to maintain crown assets and that this crown lands matter also be taken into account when determining Grants Commission allocations.

State Government funding for adaptation planning and infrastructure development in response to sea level rise

Resolution

That the MAV advocate to the State Government to establish a funding program to assist Local Government in undertaking Adaptation Planning and Infrastructure Development in response to sea level rise'

Domestic Wastewater Management

Resolution

That the MAV obtain certainty from the State Government as to local government's ability to charge a domestic wastewater management fee under the Local Government Act or other relevant legislation.

MAV lobby on behalf of Local Government in relation to preferred model for management of waterways and drainage schemes that does not require it to collect drainage levies.

Resolution

That the MAV lobby on behalf of local government

1. That preferred model for management of waterways and drainage schemes is regionally based and with the necessary power, resources and resolve to discharge its responsibilities.
2. That local government should not become the debt collector of the state government by asking it to collect Drainage levies.

Compressed Natural Gas (CNG) for Rural Victoria

Resolution

That the MAV liaise with State Government to provide compressed Natural Gas (CNG) or Liquid Natural Gas (LNG) to townships of rural Victoria.

Local Government Cost Index

Resolution

That the Municipal Association of Victoria State Council requests that the Local Government cost index be available for councils in November/December prior to the preparation of council budgets.

Victorian Grants Commission Formula

Resolution

That the MAV lobby the Victorian Grants Commission to adjust its formula to ensure that Councils with large non-permanent populations are not disadvantaged in regard to the amount of Financial Assistance Grant received.

Grant Funding for rapidly growing Councils

Resolution

That the MAV call on the State Government to investigate and implement grant funding to assist rapidly growing Councils to provide additional infrastructure and services that directly relate to population growth.

Regional Development Australia Fund (RDAF) Program

That the MAV lobby the Federal Government to continue to support the successful Regional Development Australia Fund (RDAF) program, and to honour all commitments made to Councils under the RDAF rounds 3, 4, 5a and 5b.

Cyclists Safety and Funding

Resolution

That the MAV seek a commitment from the State Government to allocate funding and assist with the delivery of improved infrastructure and safer vehicle speeds for cyclists on both main and local roads to reduce their risk in line with the strategic direction in its Road Safety Strategy.

Advocate for significant increase in Vicroads funding

Resolution

To advocate to the State Government for a significant increase in funding to VicRoads for the provision of new and the upgrading of existing arterial road infrastructure in Victoria.

Increase road maintenance funding to Vicroads from the State

Resolution

That the MAV call on the State government to increase their Road Maintenance Funding Allocation to provide VicRoads with sufficient funds to meet community and transport industry customer service levels and performance standard expectations which are currently not being met.

Differential Rate changes

Resolution

That the Municipal Association of Victoria commence a collaborative process with the State and Federal Governments to work towards finding a secure revenue stream for Rural Shires, other than through property rates. As part of this review to also challenge the current rating for commercial, industrial and farming properties in relation to differential rates.

Dispute Resolution Processes for Councillors

Resolution

That the MAV State Council requests the State Government, through Local Government Victoria, establish a dispute resolution mediation service whereby councils can access mediation services and advice to resolve disagreements with other councillors or senior officers.

Tax Deductibility - Election Expenses

Resolution

That the Municipal Association of Victoria State Council further writes to the Australian Tax Office seeking an urgent review of the current ceiling of \$1,000 for election expenses that can be claimed by candidates for council elections.

Council of Australian Governments

Resolution

That the MAV lobby the State and Federal governments to establish a standing council on local government within the Council of Australian Governments (COAG) to improve intergovernmental cooperation and to progress on issues of common concern.

Location of Annual State Council Meetings

Resolution

That the annual meeting of the State Council be held in a different regional location each year.

Difficulties with Processes for Special Child Care Benefit Impacting on Vulnerable Families Access to Child Care

Resolution

MAV requests that the Victorian and the Australian Governments give their urgent attention to streamlining and removing the red tape from the Special Child Care Benefit (SCCB) assessment where children attend as part of their care plan. It is further proposed that the Australian Government accept Victorian State Government Child Protection or Child FIRST Practitioner letters of support as sufficient evidence to approve SCCB applications on an annual rather than quarterly basis.

Retention of State Government Staff in Regional Areas

Resolution

That the MAV lobby the State Government to provide and retain appropriate levels of resourcing to departmental offices in regional areas.

Improved food labelling for Australian made products

Resolution

That the MAV strongly advocate with the Federal Minister for Health for changes to the Australian New Zealand Food Standards Code to ensure that clear labelling exists for food products to identify those that contain food which is 100 per cent Australian grown, manufactured and packaged.

Managing Inappropriate Bird and native animal feeding

Resolution

That the MAV requests the state government to change the Victorian Wildlife Act 1975 to include a regulation that permits authorised officers to prohibit bird feeding and native animal feeding where this feeding is determined to be causing a nuisance and negatively impacting on the local amenity. This is in recognition that such feeding is an issue for many councils and that introducing a state wide regulation would ensure a more consistent approach is adopted across the state to regulate inappropriate bird and native animal feeding.

Graffiti freeway corridors

Resolution

That the MAV advocate to VicRoads seeking a commitment to deal with the growing graffiti problem along the freeway corridors within the State.

Gaming Machines and Research into Impacts

Resolution

That the Municipal Association of Victoria calls for a three year freeze on any increases of licences for electronic gaming machines. During this period, the Municipal Association of Victoria calls upon the State Government to conduct a comprehensive study into the impacts of problem gambling on families and communities, including the relationship between problem gambling and family violence, with this study to focus on the 20 most disadvantaged municipalities in Victoria, according to the SEIFA index.

Domestic Animal Act 1994

Resolution

That the MAV calls on the State Government to undertake a comprehensive review of the Domestic Animal Act 1994. This review must be informed by professionals with expertise in the fields of animal management, local government, legal, animal welfare, veterinarian, pound managers etc. and give special regard to the restricted breed and dangerous dog provisions. This is to ensure that legislation is aligned with the expectations of the community and is able to be effectively administered by local governments.

Victoria Police Show Band

Resolution

That the MAV, on behalf of all Victorian Councils, request that the Chief Commissioner of Police and the Minister for Police reconsider the decision to disband the Victoria Police Show Band.