

**Draft Greater Geelong Planning Scheme
Amendment C450ggee
Creamery Road Precinct Structure Plan and
Development Contributions Plan**

**Northern and Western Geelong Growth Areas Standing Advisory Committee
Referral 2 Report – Volume 2**

Planning and Environment Act 1987

1 July 2026

Introduction

This Volume 2 report contains the appendices to the Northern and Western Geelong Growth Areas Standing Advisory Committee's Referral 2 Report regarding Draft Greater Geelong Planning Scheme Amendment C450ggee (Creamery Road Precinct Structure Plan and Development Contributions Plan). It is to be read in conjunction with the Committee's Volume 1 (main) report.

As outlined in Chapter 1.5 of the Volume 1 report, Council filed several versions of the Amendment documentation throughout the Committee process. The Committee's recommendations in the Volume 1 report are based on Council's final preferred versions that Council submitted after the Hearing had concluded and parties had submitted written comments on the drafting of the amendment documentation, namely:

- Council's Final Creamery Road Precinct Structure Plan (Document 141)
- Council's Final Creamery Road Development Contributions Plan (Document 128)
- Council's Final Schedule 8 to the Urban Growth Zone (Document 142)
- Council's Final Future Urban Structure Plan (or Place Based Plan) (Document 126) – noting this is the same version as that included in Documents 141 and 142, but in higher resolution.

These documents are replicated in this Volume 2 report so that readers can readily refer to them and understand what the Committee has recommended.

Some of the documents contain tracked changes, which denote Council's changes between its final version and the earlier version tabled during the Committee process. The Committee has not made any tracked changes to or otherwise marked up the documents.

Appendix A Letter of Referral



The Hon Sonya Kilkenny MP

Minister for Planning

GPO Box 4356
Melbourne, Victoria 3001 Australia

Ref: BMIN-1-26-447

Ms Lisa Kendal
Lead Chair
Northern and Western Geelong Growth Areas Standing Advisory Committee
Planning Panels Victoria
Via email: office@planningpanels.vic.gov.au

Dear Ms Kendal

REFERRAL OF DRAFT AMENDMENT C450GGEE (CREAMERY ROAD PRECINCT) TO THE NORTHERN AND WESTERN GEELONG GROWTH AREAS STANDING ADVISORY COMMITTEE

I refer to draft Greater Geelong Planning Scheme Amendment C450ggee which proposes to implement the Creamery Road Precinct Structure Plan (PSP), Development Contributions Plan (DCP) and Native Vegetation Precinct Plan (NVPP). I am referring the draft amendment to the Northern and Western Geelong Growth Areas Standing Advisory Committee for consideration and advice in response to a request from Greater Geelong City Council.

The draft amendment proposes to make the following changes:

- Incorporate the Creamery Road PSP, DCP and NVPP.
- Apply the Urban Growth Zone Schedule 8 (UGZ8), Development Contributions Plan Overlay Schedule 11 (DCPO11) and Parking Overlay Schedule 2 (PO2) to the precinct.
- Apply the Environmental Audit Overlay and Heritage Overlay to selected properties.
- Include local policy and provisions to support the future implementation of the NWGGA Strategic Assessment undertaken under Part 10 of the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

The council exhibited the draft amendment between 17 December 2025 and 9 February 2026. The council received 28 submissions from residents and community groups, landowners and developers, and government agencies and referral authorities. The council considered the submissions and endorsed changes to the draft amendment in response to submissions on 16 February 2026. Of the 28 submissions, 24 are unresolved.



Referral of specific matters

To support an efficient and timely hearing process, I have decided to refer specific matters listed in the attachment to this letter to the committee for consideration and advice. The specific matters are consistent with the key issues identified by the council in its review of submissions. The committee only needs to consider submissions and the council's response to the extent that they address specific matters of referral.

Matters not referred

I am satisfied that advice from the committee is not required on the inclusion and apportionment of state transport infrastructure items (IN-05, LA-02, LA-03) in the DCP. These items were considered by the committee in its Referral 1 Volume 2 report and reinstated in the DCP following my instructions to the council.

Resolved submissions

I have asked the council to continue to work with submitters to resolve the matters raised in submissions prior to the scheduled directions hearing and main hearing. I have requested that council provide the committee with a written update on the resolution of any referred matters at both the directions hearing and as part of their day one submission at the main hearing. This written update should identify matters referred which have subsequently been resolved including evidence of the agreed position from the relevant submitter(s).

Upon receipt of this information from the council, if the committee is satisfied that a matter referred to it has subsequently been resolved and there is evidence of an agreed position between the council and the relevant submitter(s), the committee is not required to consider the resolved matter further.

In its report, the committee is directed to record the issues that were initially referred but were not considered by the committee as they had been resolved by the council to the satisfaction of the relevant submitter(s).

The Department of Transport and Planning (DTP) will provide a copy of the exhibited draft amendment documents and supporting documents, submissions and council's response to the submissions to the committee.

The cost of the committee will be met by the council in accordance with the committee's terms of reference.

If you would like further information, please email Alison McFarlane, Acting Executive Director, State Planning Policy and Heritage, DTP, at alison.mcfarlane@transport.vic.gov.au.

Yours sincerely


The Hon Sonya Kilkenny MP
Minister for Planning

Date: 1/3/2026

Attachment 1: List of specific matters of referral

Topic	Key issue
PSP Future Place-based Plan	Whether the following matters in the exhibited Future Place-based Plan are appropriate: • Extent of developable land • Location and size of the neighbourhood activity centre • Local convenience centres • Location of the active open space reserve (SR-02) • Quantum and distribution of public open space • Size of the community hub (CF-01) • Residential areas, including amenity area • Transport network • Drainage infrastructure, specifically the size, configuration and location of WLRB-06 and WLRB-07 • Extent of Cowies Creek conservation area and buffer
DCP	Whether the following matters in the exhibited DCP are appropriate: • Project costings • Intersection and road designs • Apportionment of BR-01 (Batesford South PSP bridge) • Overall rate of the Development Infrastructure Levy
PSP / UGZ8 provisions	Whether the requirements, guidelines and provisions in the exhibited PSP and UGZ8 are appropriate in relation to: • Applied residential zones and densities • Affordable housing • Acoustic treatment / noise • Activity centres • ESD, smart cities, zero carbon • Potentially contaminated land • Quarry buffer • Bushfire • Biodiversity and EPBC Act Strategic Assessment • Integrated water management
NVPP	Whether updates are required to the NVPP.

Appendix B Terms of Reference

Terms of Reference

Northern and Western Geelong Growth Areas Standing Advisory Committee

Standing Advisory Committee appointed under Part 7, section 151 of the *Planning and Environment Act 1987* (the Act) to advise the Minister for Planning and the Greater Geelong City Council on referred planning matters and associated draft Greater Geelong Planning Scheme provisions to implement the growth areas.

Name

1. The Standing Advisory Committee is to be known as the 'Northern and Western Geelong Growth Areas Standing Advisory Committee' (the Committee).
2. The Committee is to have members with the following skills:
 - a) Strategic and statutory planning
 - b) Biodiversity
 - c) Urban design
 - d) Development contributions and land economics
 - e) Infrastructure planning and civil engineering
 - f) Traffic and transport planning
 - g) Planning law.
3. The Committee will include a Lead Chair, Chair/ Deputy Chairs and multiple other appropriately qualified members.
4. The Committee may engage specialist advice as required.

Purpose

5. The purpose of the Committee is to provide timely advice to the Minister for Planning and the council on specific matters referred to it related to implementation of the Northern and Western Geelong Growth Areas Framework Plan such as precinct structure plans (PSP), development contributions plans, biodiversity conservation strategy and any associated draft planning scheme amendments.

Background

6. The Northern and Western Geelong Growth Area is the largest growth area in regional Victoria and will be home to at least 110,000 residents. Clause 11.02-2L of the Greater Geelong Planning Scheme includes the Northern and Western Geelong Framework Plan (the Framework Plan) and identifies as further work the need for PSP's and a biodiversity assessment to implement the plans.
7. The release of two new major development fronts for Geelong implements the Greater Geelong Settlement Strategy to direct further greenfield development to urban Geelong. The release of these new growth fronts requires a carefully managed and coordinated planning and approval process to deliver on the objectives of the Framework Plan.
8. The Framework Plan is a high-level strategic document that outlines considerations related to future urban structure, development, transport, utilities and infrastructure and provides a vision and set of urban development objectives and actions to inform the subsequent detailed preparation of PSPs by the City of Greater Geelong Council.

Terms of Reference | Northern and Western Geelong Growth Areas Standing Advisory Committee

9. The Framework Plan proposed the sequential preparation of nine PSPs, with each PSP providing the basis for localised urban development and investment and elaborating on the Framework Plan by adding in local roads, schools, community facilities and open space.
10. The Concept PSPs contained in the Framework Plan provide guidance to the preparation of the detailed local PSPs and will be subject to changes that take advantage of new technical information and development and urban design innovations that may provide increased benefits to the future communities.
11. Greater Geelong is experiencing sustained ongoing demand for greenfield housing and efficient amendment and approval processes are necessary to fast track additional greenfield land supply.
12. This Committee process allows submissions to be made to the council on a plan or strategy and associated draft planning scheme amendment, with any unresolved issues to be considered by the Committee before the final planning scheme amendment is submitted to the Minister for Planning for approval under section 20(4) the Act.

Method

13. The Committee may meet, and depending on the nature of the referral and the issues raised, undertake consultation that is fit for purpose. This may be on the papers; through round table discussions or forums; or hearings. There must be a quorum of at least two Committee members, including a Chair or Deputy Chair.
14. The Committee will provide a targeted and timely process to assess the merits of discrete unresolved issues associated with the growth areas.
15. The Committee may apply to vary these Terms of Reference in any way it sees fit.

Notice

16. The council may seek the written consent of the Minister for Planning or the Minister's delegate to prepare and give notice of a draft planning scheme amendment.
17. As directed by the Minister for Planning, the council will prepare and give notice of a 'draft planning scheme amendment' and receive submissions. The council will consider all submissions and where possible seek to resolve issues with submitters prior to requesting the Minister for Planning refer matters to the Committee.
18. When preparing documentation for public notice, the council must liaise with the Committee to agree to:
 - a) A directions hearing date
 - b) The public hearing datesThe agreed dates are to be included on all notices for public exhibition.
19. The Committee is not expected to carry out additional public notification or referral of matters but may seek the views of any relevant referral authority, responsible authority or government agency.

Referral

20. The Minister for Planning will provide a letter of referral to the Committee Lead Chair, seeking its advice on particular matters or unresolved submissions and/or any other relevant matter. The letter of referral will be a public document. The letter of referral may seek advice on one or more matters.
21. The Chief Executive Officer (or delegate) of council will provide a copy of all submissions received in response to notice, a detailed response to those submissions and the particular matters or unresolved submissions the council considers should be referred to the Lead Chair of the Committee.

Terms of Reference | Northern and Western Geelong Growth Areas Standing Advisory Committee

22. The letter of referral must be accompanied by:

- a) The relevant plan and associated draft planning scheme amendment
- b) The referred submissions
- c) Any supporting background material.

23. The Lead Chair will allocate relevant members as the Committee to consider each specific referral.

Committee Assessment

24. The Committee may inform itself in anyway it sees fit, but must consider:

- a) The relevant components of the referred plan and associated draft planning scheme amendment that relate to the submissions or issues referred to it
- b) The referred submissions
- c) The Greater Geelong Planning Scheme
- d) The Northern and Western Geelong Framework Plan
- e) The relevant ministerial directions
- f) Any other material referred to it.

25. Depending upon the nature of the referral, the Committee can conduct its proceedings through round table discussions, on the papers or, a public hearing, including by video conference if appropriate.

26. The Committee will be provided with the written submissions and other supporting material by parties, and may:

- a) Direct that parties meet, to discuss and further resolve issues, or
- b) Act as a mediator to seek to resolve issues in dispute.

27. The Committee may direct the council and relevant parties to provide additional information on specified matters.

28. The Committee will ensure the position of agencies such as the Department of Transport, relevant water authorities, the Wadawurrung Traditional Owners Aboriginal Corporation and others as required are considered and may invite these groups to participate in any process as required, even if they have not made a submission.

Outcomes

29. For each matter referred to it, the Committee must produce a written report for joint submission to the council and the Minister for Planning, providing the following:

- a) Whether the referred element(s) of the draft amendment or planning permit is appropriate
- b) A summary and assessment of the issues raised in submissions referred to the Committee.
- c) Any other relevant matters raised in the course of the Committee process.
- d) Its findings and recommendations on all key issues
- e) A list of persons who made submissions considered by the Committee.
- f) A list of tabled documents.

Terms of Reference | Northern and Western Geelong Growth Areas Standing Advisory Committee

- g) A list of persons consulted or heard, including via video conference.
30. The Committee may address more than one draft amendment and/or relevant strategic planning matters and combine its assessment of the draft amendments in a single report.

Submissions are public documents

31. The Committee must retain a library of any written submissions or other supporting documentation provided to it until a decision has been made on its report or five years has passed from the time of its appointment.
32. Any written submissions or other supporting documentation provided to the Committee must be available for public inspection until the submission of its report, unless the Committee specifically directs that the material is to remain 'in camera'. A document may be made available for public inspection electronically.

Timing

33. The Committee is required to commence its process by issuing a written notice of the referral of a matter from the Minister to all referred submitters no later than 10 business days from the date of any specific letter of referral received.
34. The Committee will provide its report to the Minister of Planning and the council no later than 30 days from the last day of proceedings, tabling of submissions or consultation process.
35. With the agreement of the Minister of Planning, the council will release the Committee report within 10 days of receiving it.

Fee

36. The fee for the Committee will be set at the current rate for a Panel appointed under Part 8 of the Act.
37. The costs of the Committee and any associated public consultation notification will be met by the council unless an alternative is specified in the letter of referral from the Minister for Planning to the Committee.



HON LIZZIE BLANDTHORN MP
Minister for Planning

Date: 28.10.22

Terms of Reference | Northern and Western Geelong Growth Areas Standing Advisory Committee

The following information does not form part the Terms of Reference.

Project Management

- 1 Administrative and operational support to the Advisory Committee will be provided by Leanne Stockley, Regional Planner, the Department of Environment, Land, Water and Planning, 0407 648 219 and leanne.stockley@delwp.vic.gov.au.
- 2 Day to day liaison for the Advisory Committee will be through Hayley Becker, Manage Major Projects, of Planning Panels Victoria, on (03) 8508 2775 or planning.panels@delwp.vic.gov.au.

Appendix C Parties to the Hearing

Submitter	Represented by
City of Greater Geelong (Council)	Greg Tobin and Xander Nguyen-Meachem of Harwood Andrews Lawyers, who called the following expert evidence: - Mark Sheppard of Urbis in urban design - Mark Woodland of Urbis in town planning - Reece Humphries of Stantec in traffic - Jane Keddie of Hansen Partnership in environmentally sustainable design - Bernhard Funke of Slattery in quantity surveying - Jo Noesgaard of SGS Economics and Planning in open space planning
Batesford Developments Project Pty Ltd (Villawood)	Susan Brennan SC and Tiphonie Acreman of Counsel, instructed by Tamara Brezzi of Planning and Property Partners (formerly of Norton Rose Fulbright), who called the following expert evidence: - Sophie Jordan of Contour Planning and Advisory in planning - Alastair Campbell of Hansen Partnership in open space and urban design - Jason Walsh of Traffix Group in traffic - Paul Shipp of Urban Enterprise in development contributions, the NAC, open space and community infrastructure - Neil Craigie of Neil M Craigie Pty Ltd in drainage - Ben Bainbridge of Otium Planning in planning.
Yih-Sheng Investments Pty Ltd and Janet & Richard Michael	David Passarella of Colin Biggers & Paisley Lawyers, who called the following expert evidence: - David Crowder of Ratio in planning - John-Paul Maina of Impact in traffic - Aaron Organ of Ecology and Heritage Partners in ecology - John Mathios of DPM in drainage
Nardi family	John Cicero and Edward Mahony of Best Hooper Lawyers, who called the following expert evidence: - Nina Barich of Incitus Pty Ltd in drainage
HB Land	John Cicero and Edward Mahony of Best Hooper Lawyers, who called the following expert evidence: - Nina Barich of Incitus Pty Ltd in drainage
McCann family	Ellen Tarasenko of Polis Legal, who called the following expert evidence: - Leigh Prossor of Loetis Engineers in engineering design

	and costings
	- Benjamin Mentha of Salt3 in transport
Department of Transport and Planning, representing Head, Transport for Victoria	Jozef Vass, Associate Director
Lovely Banks Development Group & Growland	Nick Clements of Tract
Adbri Limited	Nick Clements of Tract
305 Bat Pty Ltd	James Lofting of Russell Kennedy, who called the following expert evidence: - Leigh Holmes of Spiire in drainage - Hilary Marshall of Ratio in traffic
Bisinella Developments	Terry Montebello of Maddocks Lawyers, who called the following expert evidence: - Stephen Hundt of Loetis in stormwater and drainage
Bell Post Hill Sports & Recreation Club	Georgina Long of Counsel, instructed by Terri Osburn
Avonlea Homestead	Denis Canjuga

Appendix D Document list

No.	Date	Description	Provided by
Referred documents			
1	4 Mar 2026	Exhibited Amendment documents:	Minister for Planning
		1.01. Creamery Road Precinct Structure Plan (November 2025)	
		1.02. Creamery Road Development Contributions Plan (November 2025)	
		1.03. Native Vegetation Precinct Plan (Biosis, June 2024)	
		1.04. Explanatory Report	
		1.05. Instruction Sheet	
		1.06. Clause 11.02 - Managing Growth	
		1.07. Clause 37.07s8 - Urban Growth Zone	
		1.08. Clause 43.01s - Heritage Overlay	
		1.09. Clause 45.06s11 - Development Contributions Plan Overlay	
		1.10. Clause 45.09s2 - Parking Overlay	
		1.11. Clause 52.16s - Native Vegetation Precinct Plan	
		1.12. Clause 53.01s - Public open space contribution and subdivision	
		1.13. Clause 66.04s - Referral of permit applications under local provisions	
		1.14. Clause 72.03s - What does this planning scheme consist of	
		1.15. Clause 72.04s - Incorporated documents	
		1.16. Clause 72.08s - Background documents	
		1.17. Urban Growth Zone - Maps 24, 25, 31 and 32	
		1.18. Development Contributions Plan Overlay - Maps 24, 25, 31 and 32	
		1.19. Parking Overlay Schedule 2 - Maps 24, 25, 31 and 32	
		1.20. Heritage Overlay - Map 25	
		1.21. Environmental Audit Overlay - Maps 24 and 25	
		1.22. Avonlea Homestead Statement of Significance	
		1.23. Coolangatta Homestead Statement of Significance	
2	4 Mar 2026	Supporting documents:	Minister for Planning
		2.01. Creamery Road Precinct Background Report (17 December 2025)	
		2.02. Draft Biodiversity Conservation Strategy (City of	

No.	Date	Description	Provided by
		Greater Geelong, November 2025)	
		2.03. Draft Commitments and Measures (City of Greater Geelong, November 2025)	
		2.04. Draft EPBC Plan (City of Greater Geelong, November 2025)	
		2.05. Draft Strategic Assessment Funding Program (City of Greater Geelong, November 2025)	
		2.06. Draft Strategic Assessment Report (Biosis and Open Lines, November 2025) - Part 1 of 5	
		2.07. Draft Strategic Assessment Report (Biosis and Open Lines, November 2025) - Part 2 of 5	
		2.08. Draft Strategic Assessment Report (Biosis and Open Lines, November 2025) - Part 3 of 5	
		2.09. Draft Strategic Assessment Report (Biosis and Open Lines, November 2025) - Part 4.1 of 5	
		2.10. Draft Strategic Assessment Report (Biosis and Open Lines, November 2025) - Part 4.2 of 5	
		2.11. Draft Strategic Assessment Report (Biosis and Open Lines, November 2025) - Part 5 of 5	
		2.12. Drafting changes summary	
		2.13. Transport technical report summary	
3	4 Mar 2026	Background and technical reports:	Minister for Planning
		3.01. Acoustic Assessment (Marshall Day Acoustics, November 2022)	
		3.02. Arboriculture Assessment (ENSPEC Environment and Risk, May 2022)	
		3.03. Avonlea Homestead Heritage Assessment (City of Greater Geelong, August 2024)	
		3.04. Bluestone Bridge Road Preferred Option Report (GHD, July 2023)	
		3.05. Bushfire Resilience - Hazard and BAL Assessment – Option 2 (Bushfire Environs, July 2024)	
		3.06. Concept Design and Opinion of Probable Costs Report (Stantec, May 2024)	
		3.07. Concept Design and Opinion of Probable Costs Report (Stantec, May 2024) Appendix A. Transport Modelling Report	
		3.08. Concept Design and Opinion of Probable Costs Report (Stantec, May 2024) Appendix B. Final Concept Design Drawings	
		3.09. Concept Design and Opinion of Probable Costs Report (Stantec, May 2024) Appendix C. Concept Design Comments Register	

No.	Date	Description	Provided by
3.10.		Concept Design and Opinion of Probable Costs Report (Stantec, May 2024) Appendix D. Opinion of Probable Costs	
3.11.		Concept Design and Opinion of Probable Costs Report (Stantec, May 2024) Appendix E. Before You Dig Australia Responses (March 2024)	
3.12.		Connector Road Testing (Mesh, 2025)	
3.13.		Coolangatta Homestead Heritage Assessment (City of Greater Geelong, August 2024)	
3.14.		Cowies Creek Worneenanyook Landscape MasterPlan (GbLA, June 2024)	
3.15.		Creamery Road DCP Intersections Cost Sheets - Rev C (Creo Civil, 7 March 2025)	
3.16.		Creamery Road DCP Land Assessment (Urbis, November 2025)	
3.17.		Creamery Road Intersection Designs (One Mile Grid, 22 July 2025)	
3.18.		Creamery Road Movement and Place Classification Final report (PMP Urbanists, July 2024)	
3.19.		Creamery Road Retail and Employment Analysis (SGS Economics & Planning, April 2022)	
3.20.		Creo (on behalf of Villawood) - Drainage Encumbered Land-Aerial - 28-Jul-2025	
3.21.		Creo (on behalf of Villawood) - Drainage Encumbered Land-FUSP V16 - 28-Jul-2025	
3.22.		Creo (on behalf of Villawood) - Drainage Revised Estimate Costings - 28-Jul-2025	
3.23.		Creo (on behalf of Villawood) - Evans Road Alternative Layout - Rev C - 23-July-2025	
3.24.		Creo (on behalf of Villawood) - Revised Functional Layout Plan - 23-Sept-2025	
3.25.		Development Services Scheme Addendum to Functional Design Report Revised Concept Designs (Alluvium, June 2024)	
3.26.		Development Services Scheme Functional Design Report Revised Final (Alluvium, December 2022)_pp9-10	
3.27.		Interim Report Approach to bushfire assessment & planning Creamery Road Precinct Infrastructure Plan (Bushfire Environs, May 2022)	
3.28.		Intersection Movement Summary (One Mile Grid, July 2025)	
3.29.		Land Capability Assessment (Meinhardt, June 2023)	

No.	Date	Description	Provided by
		3.30. Land Capability Assessment - Planning Practice Note 30 Update Addendum (Meinhardt, June 2023)	
		3.31. Memorandum for Peer-review of CR Precinct Drainage Strategy (Water Technology, September 2025)	
		3.32. Movement and Access Report (Stantec, January 2023)	
		3.33. Open Space Network Report (City of Greater Geelong, October 2025)	
		3.34. Open Space Network Peer Review (SGS, November 2025)	
		3.35. Parking Strategy (Stantec, December 2022)	
		3.36. Post contact heritage report (City of Greater Geelong, May 2023)	
		3.37. Providing social housing as essential infrastructure in the Creamery Road precinct (SGS Economics & Planning, May 2022)	
		3.38. Review of NWGGA Bridges (Stantec, July 2024)	
		3.39. Review of Villawood Designs Transport (Stantec, September 2025)	
		3.40. Revised Drainage Strategy Peer Review (Water Technology, October 2025)	
		3.41. Servicing Plan Report (SMEC, 4 July 2024)	
		3.42. Social Infrastructure and Open Space DCP and Costings Peer Review (HillPDA, June 2024)	
		3.43. Technical Transport and Access Report (PMP Urbanists, April 2023)	
		3.44. Traffic Engineering Advice (One Mile Grid, August 2025)	
		3.45. WGGA Cowies Creek Conservation Area Growling Grass Frog Conservation Management Plan Draft Report (Biosis, July 2024)	
		3.46. Zero Carbon Precincts Strategic Assessment (Hansen Partnership, March 2023)	
4	4 Mar 2026	Submissions (28)	Minister for Planning
5	4 Mar 2026	Letter from DTP to Council authorising exhibition (8 December 2025)	Minister for Planning
6	4 Mar 2026	Letter from Council to DTP requesting referral (16 February 2026)	Minister for Planning
Tabled documents			
7	28 Oct 2022	Terms of Reference	Minister for

No.	Date	Description	Provided by
			Planning
8	1 Mar 2026	Letter of Referral	Minister for Planning
9	6 Mar 2026	Directions Hearing notification letter	Planning Panels Victoria (PPV)
10	20 Mar 2026	Summary of issues	Adbri Limited
11	20 Mar 2026	Summary of issues	Lovely Banks Development Group & Growland
12	23 Mar 2026	Letter regarding hearing dates	Batesford Developments Project Pty Ltd (Villawood)
13	23 Mar 2026	Summary of issues (within RTBH form)	Head, Transport for Victoria
14	24 Mar 2026	Summary of issues	Nardi family and HB Land
15	24 Mar 2026	Summary of issues	Bisinella Developments
16	24 Mar 2026	Summary of issues	McCann family
17	24 Mar 2026	Letter regarding procedural matters	City of Greater Geelong (Council)
18	24 Mar 2026	Summary of issues	Villawood
19	25 Mar 2026	Summary of issues	Yih-Sheng Investments Pty Ltd and Janet & Richard Michael
20	27 Mar 2026	Pre-Directions Hearing letter	PPV
21	31 Mar 2026	Committee Directions	PPV
22	1 Apr 2026	Submitter map (provided to Committee only)	Council
23	2 Apr 2026	Letter regarding procedural matters and version 2 Directions	PPV
24	9 Apr 2026	Part A submission	Council
25	9 Apr 2026	ESD Planning Report (17 March 2026)	Council
26	9 Apr 2026	Zero Carbon Precincts Strategic Assessment (Hansen, May 2023)	Council
27	9 Apr 2026	Zero Carbon Financial Assessment - Creamery Road	Council

No.	Date	Description	Provided by
		and Elcho Road East Structure Plans (HillPDA, April 2023)	
28	9 Apr 2026	Intersection costings (October 2025)	Council
29	9 Apr 2026	Day 0 version - Western Geelong Growth Area Framework Plan	Council
30	9 Apr 2026	Day 0 version - Future Place Based Plan (Creamery Road Precinct)	Council
21	9 Apr 2026	Day 0 version - Schedule 8 to Clause 37.07 Urban Growth Zone	Council
32	9 Apr 2026	Day 0 version - Creamery Road PSP - Summary of changes table	Council
33	9 Apr 2026	Day 0 version - Creamery Road Precinct Structure Plan	Council
34	14 Apr 2026	Updated Day 0 version - Schedule 8 to Clause 37.07 Urban Growth Zone	Council
35	15 Apr 2026	Version 1 Timetable and Version 3 Distribution List	PPV
36	15 Apr 2026	Expert witness statement of Bernhard Funke (quantity surveying)	City of Greater Geelong
37	15 Apr 2026	Expert witness statement of Jane Keddie (environmentally sustainable design)	City of Greater Geelong
38	15 Apr 2026	Expert witness statement of Jo Noesgaard (open space planning)	City of Greater Geelong
39	15 Apr 2026	Expert witness statement of Mark Sheppard (urban design)	City of Greater Geelong
40	15 Apr 2026	Expert witness statement of Mark Woodland (town planning)	City of Greater Geelong
41	15 Apr 2026	Expert witness statement of Reece Humphries (traffic)	City of Greater Geelong
42	15 Apr 2026	Expert witness statement of Alastair Campbell (open space and urban design)	Villawood
43	15 Apr 2026	Expert witness statement of Ben Bainbridge (planning)	Villawood
44	15 Apr 2026	Expert witness statement of Jason Walsh (traffic)	Villawood
45	16 Apr 2026	Expert witness statement of Neil Craigie (drainage)	Villawood
46	15 Apr 2026	Expert witness statement of Paul Shipp (development contributions, open space and community infrastructure)	Villawood
47	15 Apr 2026	Expert witness statement of Sophie Jordan (planning)	Villawood
48	15 Apr 2026	Expert witness statement of Aaron Organ (ecology)	Yih-Sheng Investments Pty

No.	Date	Description	Provided by
			Ltd and Janet & Richard Michael
49	15 Apr 2026	Expert witness statement of David Crowder (planning)	Yih-Sheng Investments Pty Ltd and Janet & Richard Michael
50	16 Apr 2026	Expert witness statement of John Mathios (drainage)	Yih-Sheng Investments Pty Ltd and Janet & Richard Michael
51	15 Apr 2026	Expert witness statement of John-Paul Maina (traffic)	Yih-Sheng Investments Pty Ltd and Janet & Richard Michael
52	15 Apr 2026	Expert witness statement of Hilary Marshall (traffic)	305 Bat Pty Ltd
53	16 Apr 2026	Expert witness statement of Leigh Holmes (drainage)	305 Bat Pty Ltd
54	15 Apr 2026	Expert witness statement of Benjamin Mentha (traffic)	McCann family
55	15 Apr 2026	Expert witness statement of Leigh Prossor (engineering design and costings)	McCann family
56	16 Apr 2026	Expert witness statement of Stephen Hundt (drainage)	Bisinella Developments
57	16 Apr 2026	Expert evidence statement of Nina Barich (drainage)	HB Land
58	16 Apr 2026	Expert evidence statement of Nina Barich (drainage)	Nardi family
59	16 Apr 2026	Accompanied site inspection plan	Council
60	22 Apr 2026	Site inspection itinerary	Council
61	22 Apr 2026	DCP, Economics and Costings Joint Expert Statement	Council
62	22 Apr 2026	Urban Design and Open Space Joint Expert Statement	Council
63	22 Apr 2026	Planning Joint Expert Statement	Council
64	22 Apr 2026	Committee Directions	PPV
65	23 Apr 2026	Hydrology, Drainage and Stormwater Joint Expert Statement	Villawood
66	24 Apr 2026	Opening Submissions	Yih-Sheng Investments Pty Ltd and Janet & Richard Michael
67	24 Apr 26	Traffic Joint Expert Statement	Council
68	24 Apr 26	Opening Submissions	McCann family
69	24 Apr 26	Opening Submissions, enclosing attachments:	Council

No.	Date	Description	Provided by
		a) Myers Reserve Masterplan Report (July 2023) b) Myers Reserve Masterplan (July 2023) c) Residential Greenfield Land Supply Assessment and Residential Lot Constructions Activity (Spatial Economics, March 2026) d) Example options for the Avonlea Road Subdivision prepared by Council	
70	24 Apr 26	Opening Submissions	305 Bat Pty Ltd
71	24 Apr 26	Opening Submissions	Villawood
72	28 Apr 26	As-constructed drainage plans	Villawood
73	28 Apr 26	Day 1 version - Creamery Road Precinct Structure Plan	Council
74	28 Apr 26	Day 1 version - Creamery Road PSP - Summary of changes table	Council
75	28 Apr 26	Day 1 version - Schedule 8 to Clause 37.07 Urban Growth Zone	Council
76	28 Apr 26	Key to tracked change colours in Day 1 documentation	Council
77	28 Apr 26	Additional modelling files: a) 1a - WGGA Creamery Rd PSP +BNP NMC Jul 25 GN 1971-80 6 min - Incitus rev2 b) SBRB7 12d strings c) SBRB7 Strings d) SBRB7	Nardi family
78	29 Apr 26	Version 2 Timetable	PPV
79	29 Apr 26	NWGGA Bridges Concept Design and Opinion of Probable Costs Report (Stantec, 10 January 2024), with attachments: a) Appendix A - Bridge Designs b) Appendix B - High Level Cost Estimate c) Council response to McCann family document request (NWGGASAC Referral 1, 21 March 2025)	McCann family
80	30 Apr 26	Invitation for response from Mr Shipp to Stantec January 2024 report	PPV
81	30 Apr 26	Response to transport joint expert witness statement	Head, Transport for Victoria
82	30 Apr 26	Evidence presentation of Ben Bainbridge	Villawood
83	1 May 26	Evidence presentation of Alastair Campbell	Villawood
84	1 May 26	Version 3 Timetable	PPV
85	4 May 26	Memorandum of Paul Shipp	Villawood

No.	Date	Description	Provided by
86	4 May 26	Clarification of bridge location	McCann family
87	5 May 26	Updated planning joint expert witness statement (24 April 2026)	Council
88	5 May 26	Comparison of planning expert joint statements (22 April and 24 April 2026 versions)	Council
89	5 May 26	Addendum to evidence of Bernhard Funke	Council
90	7 May 26	Evidence presentation of Jane Keddle	Council
91	7 May 26	Creo Civil memorandum in response to Bernhard Funke evidence addendum	Villawood
93	7 May 26	Part B submission, with attachments: a) Appendices to Part B submission - Tables of responses to joint expert meeting statements b) Aquarevo Full Design Guidelines Version 20 c) Draft Officer South PSA C274card SAC Report PPV [2024] 19 d) Draft PSA C407melb AC Report PPV [2022] 24 e) Memo prepared by Water Technology dated 6 May 2026	Council
94	8 May 26	Draft GGF Conservation Management Plan prepared for Tango Projects (July 2024)	Council
95	8 May 26	Main submission	Villawood
96	8 May 26	DCP Intersections Cost Sheets - Comparison by Creo (7 May 2026)	Villawood
97	8 May 26	Infrastructure Design Manual - Typical detail for footpath construction	Villawood
98	8 May 26	Intersection Costings - Summary of Key Variances by Creo (7 May 2026)	Villawood
99	8 May 26	Main submission (amended 11 May 2026)	Head, Transport for Victoria
100	8 May 26	Main submission	Avonlea Homestead
101	8 May 26	Version 4 Timetable	PPV
102	8 May 26	Main submission	Lovely Banks Development Group & Growland
103	8 May 26	Main submission, with attachments: a) Expert witness statement of Greg Bursill from C450ggee Referral 1 (21 March 2025) b) Development contributions joint expert	Adbri Limited

No.	Date	Description	Provided by
		witness statement from C450ggee Referral 1 (2 April 2025)	
		c) Expert witness statement of Jason Black from C395ggee (6 November 2019)	
104	8 May 26	Main submission	Nardi family and HB Land
105	8 May 26	Version 5 Timetable	PPV
106	11 May 26	'Day 1' suggested markups to PSP (11 May 2026)	Villawood
107	11 May 26	Summary table of changes to PSP (11 May 2026)	Villawood
108	11 May 26	'Day 1' suggested markups to UGZ (11 May 2026)	Villawood
109	11 May 26	Summary table of changes to UGZ (11 May 2026)	Villawood
110	11 May 26	Nina Barich response to Council Part B submission and Water Technology memorandum	Nardi family
111	11 May 26	Main submission	Yih-Sheng Investments Pty Ltd and Janet & Richard Michael
112	11 May 26	Main submission	Bisinella Developments
113	11 May 26	Response to Villawood submissions	McCann family
114	11 May 26	Main submission, with attachments: a) ASC, Play Well – Australia's Sport Participation Strategy (November 2023) b) The Value of Community Sport and Active Recreation Infrastructure (KPMG, February 2020) c) Victorian Government, DJSIR, Active Victoria 2022–2026 (August 2025)	Bell Post Hill Sports & Recreation Club
115	11 May 26	DEECA response to Council enquiries about submission (6 March 2026)	Council
116	11 May 26	Main submission	305 Bat Pty Ltd
117	11 May 26	Version 6 Timetable	PPV
118	12 May 26	Further Committee directions	PPV
119	12 May 26	Closing submissions	Villawood
120	13 May 26	Closing submissions	Council
121	13 May 26	Further updated drafting comments directions	PPV
122	13 May 26	Final Report, Preliminary Documentation: Residential Development at 200 Geelong-Ballan Road, Moorabool, Victoria (EPBC 2023/09498) (Ecology & Heritage	Yih-Sheng Investments Pty Ltd and Janet &

No.	Date	Description	Provided by
		Partners, March 2025)	Richard Michael
123	14 May 26	Drafting comments register (to be populated by parties)	Council
124	14 May 26	Final day version - Creamery Road Precinct Structure Plan (tracked changes)	Council
125	14 May 26	Final day version - Creamery Road Precinct Structure Plan (clean)	Council
126	14 May 26	Final day version - PSP Plan 5 - Place Based Plan	Council
127	14 May 26	Final day version - PSP Plan 5 - Place Based Plan (changes annotated)	Council
128	14 May 26	Final day version - Creamery Road Development Contributions Plan (annotation of public consultation draft)	Council
129	14 May 26	Final day summary of changes to the DCP	Council
130	14 May 26	Final day version - Schedule 8 to Clause 37.07 Urban Growth Zone (updated)	Council
131	21 May 26	Drafting comments	Head, Transport for Victoria
132	21 May 26	Letter regarding drafting comments	Villawood
133	21 May 26	Drafting comments	Villawood
134	21 May 26	Drafting comments	Yih-Sheng Investments Pty Ltd and Janet & Richard Michael
135	21 May 26	Drafting comments	Bisinella Developments
136	21 May 26	Recommended changes to PSP	Villawood, Bisinella and Yih-Sheng
137	21 May 26	Recommended changes to UGZ8	Villawood, Bisinella and Yih-Sheng
137	21 May 26	Recommended changes to UGZ8 (updated)	Villawood, Bisinella and Yih-Sheng
138	21 May 26	Drafting comments	Nardi family and HB Land
139	21 May 26	Drafting comments	305 Bat Pty Ltd
140	27 May 26	Letter regarding final drafting response	Council

No.	Date	Description	Provided by
141	27 May 26	Final response to submitters version (27 May 2026) - Creamery Road Precinct Structure Plan (track changes)	Council
142	27 May 26	Final response to submitters version (27 May 2026) - Schedule 8 to Clause 37.07 Urban Growth Zone	Council
143	27 May 26	Summary of changes table - Final response to submitters (27 May 2026)	Council
144	27 May 26	Preliminary Geotechnical Assessment of Landslide Risk - 200 Geelong-Ballan Road, Moorabool	Council
145	28 May 26	Correction to PSP Table 11 reference in final response documents	Council

Appendix E Council Final Creamery Road Precinct Structure Plan

Council's final response version of the Precinct Structure Plan following receipt of other parties' final drafting comments (Document 141).

CREAMERY ROAD PRECINCT STRUCTURE PLAN

FINAL RESPONSE TO SUBMITTERS VERSION

27 MAY 2026

ACKNOWLEDGEMENT OF COUNTRY

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

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T2. Key Place Making Opportunities	T7. Anticipated Employment Creation in the Precinct
T3. Housing Delivery Guide	T8. Bicycle Parking Minimums
T4. Dwelling Density Minimums	T9. Open Space Delivery Guide
T5. Community Facilities Delivery Guide	

- T10. Conservation Area Attributes
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1.0 INTRODUCTION

The Creamery Road Precinct Structure Plan (the PSP) has been prepared by the City of Greater Geelong (the City) in collaboration with government agencies, service authorities, major stakeholders and the community.

The PSP is a long-term strategic plan to guide urban use and development. It describes how land is expected to be developed, what natural assets must be protected, and how and where services are planned to support this development.

The PSP:

- Sets out plans to guide the delivery of quality urban environments in accordance with the Precinct Structure Planning Guidelines: New Communities in Victoria (VPA, 2021) (PSP Guidelines);
- Enables the transition of non-urban to urban land;
- Outlines the vision for how land should be developed and the desired outcomes to be achieved;
- Outlines the projects required to ensure that future residents, visitors and workers within the area are provided with timely access to services and transport necessary to support a quality and affordable lifestyle;
- Sets out objectives, requirements and guidelines for land use, development and subdivision.
- Provides government agencies, the City, developers, investors and local communities with certainty about all future use and development;
- Addresses the aspirations and actions of Northern and Western Geelong Growth Areas Framework Plan (August 2020);
- Addresses the requirements of the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act 1999) through the Northern and Western Growth Areas EPBC Plan and Strategic Impact Assessment

The PSP is informed by:

- The Planning Policy Framework as set out in the Greater Geelong Planning Scheme;
- NWGGA Standing Advisory Committee Referral 1 Report – Volumes 1 & 2 (Creamery Road Precinct Structure Plan and Development Contributions)
- The Precinct Structure Planning Guidelines: New Communities in Victoria (VPA, 2021);
- Northern and Western Geelong Growth Areas Framework Plan (City of Greater Geelong, August 2020);
- The Northern and Western Geelong Growth Areas Integrated Water Management Plan (City of Greater Geelong, Barwon Water, 2021)
- Plan for Victoria (Victorian Government, 2025); and
- Creamery Road PSP Background Report and the Creamery Road Native Vegetation Precinct Plan (NVPP).

P1. REGIONAL CONTEXT

1.1 REALISING THE ASPIRATIONS OF THE NORTHERN & WESTERN GEELONG GROWTH AREAS FRAMEWORK PLAN

The Northern and Western Geelong Growth Areas Framework Plan – August 2020 (Framework Plan) is a high-level strategic document which guides the urban development of the Northern and Western Geelong Growth Areas (NWGGA). It includes actions and objectives to be responded to in the preparation of precinct structure plans for the NWGGA.

The NWGGA is the largest greenfield planning project in regional Victoria, containing approximately 5,300 hectares. It is anticipated to deliver up to 40,000 new dwellings to accommodate a population of approximately 112,000 people.

The NWGGA is located north-west of the Geelong CBD. Both the Northern and the Western Growth Areas consist of largely open, treeless agricultural land primarily utilised for grazing and cropping activities and are also home to nationally significant flora and fauna.

The Western Growth Area is bound by the Geelong Ring Road to the east, the Barwon River to the south and the Geelong-Ballarat rail line to the north. It has an area of 3,241 hectares and is anticipated to deliver up to 22,953 new dwellings for a population exceeding 64,000. The landscape is characterised by Cowies Creek, Barwon and Moorabool Rivers, views across the Barrabool Hills, and Batesford Quarry.

The Creamery Road Precinct is the first precinct proposed for development in the NWGGA. It is located in the north eastern corner of the Western Growth Area at the intersection of the Geelong Ballarat Railway line and the Geelong Ring Road.

Planning scheme amendment C395 incorporated the Framework Plan into the Greater Geelong Planning Scheme. It was gazetted on the 6th of May 2021. The amendment introduced Clause 11.02-2L - Northern and Western Geelong Growth Areas and recognises the Framework Plan as a background document which will inform the preparation of precinct structure plans in the NWGGA.

The Framework Plan sets out the following vision for the NWGGA:

The Northern and Western Geelong Growth Areas will exemplify Geelong's transformation as a clever and creative city by building diverse, localised and sustainable neighbourhoods that prioritise self-sufficiency whilst maximising connections to the Geelong community, economy and identity.

The Framework Plan pursues innovation in the design and development of the NWGGA precinct structure plans to enable:

- Comfortable climate resilient communities;
- Zero carbon and zero waste communities;
- Integrated water management systems around major catchments;
- A Clever and Creative network that prioritises active transport and transit to develop 20 minute neighbourhoods;
- Smart city infrastructure; and
- Environmentally sustainable development (ESD).

This PSP seeks to address the aspirations, objectives and actions of the Framework Plan and determine land uses and the urban structure for the Creamery Road Precinct.

P2. NORTHERN & WESTERN GROWTH GEELONG GROWTH AREAS FRAMEWORK PLAN 2020: FUTURE URBAN STRUCTURE

1.2 A CLEVER & CREATIVE APPROACH

ZERO CARBON & ENVIRONMENTALLY SUSTAINABLE DEVELOPMENT

The City's Climate Change Response Plan 2021-30 establishes a target of net zero community emissions by 2035. Similarly, the Framework Plan requires PSPs to deliver zero carbon and environmentally sustainable development (ESD).

ESD and zero carbon actions, requirements and guidelines have been embedded throughout the PSP to encourage applicants to explore subdivision and building design that responds to the City's ESD and net zero targets. The PSP has also been guided by the Sustainable Subdivisions Framework, prepared by the Council Alliance for a Sustainable Built Environment (CASBE).

ZERO WASTE COMMUNITIES

The Framework Plan requires waste minimisation, reuse, and recycling to be addressed in the construction and occupation of new neighbourhoods to fulfil the City's strategic goal of zero waste to landfill.

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

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

COMPLETE STREETS & THE CLEVER & CREATIVE NETWORK

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

The Clever and Creative Corridor (CCC) is a dedicated active and public transport network that will connect all major activity centres and key land uses across the growth areas to support separated bicycle lanes, rapid public transit, and wide, tree-canopy lined pedestrian paths.

Its central location in each precinct, combined with streets and intersections designed to prioritise walking and cycling, will support the development of walkable and cyclable neighbourhoods around key land uses and destinations.

The CCC network passes through the north-west of the Creamery Road Precinct, linking to Evans Road to join the Western and Northern Geelong Growth Areas. A spur line of this network, named the Clever and Creative Boulevard (CCB), runs north-south through the Creamery Road Precinct. The CCB follows the topography of the land. Parks and other land uses have been located on the CCB to maximise views and proximity to natural assets and waterways.

TREE CANOPY

The City's Urban Forest Strategy 2015-2025 establishes a 25% canopy cover target for urban areas. Clause 12.06- 1S of the Greater Geelong Planning Scheme includes a strategy to achieve an overall 30% tree canopy target for urban areas. In response to these targets and the aspirations of the Framework Plan, the PSP promotes the retention of existing canopy trees and sets localised minimum canopy targets for each land use, seeking to achieve a minimum of 30% canopy coverage across the precinct.

COMPACT HEALTHY NEIGHBOURHOODS

This PSP encourages greater dwelling densities in and around areas of higher amenity including activity centres, along the CCB, and near community facilities, schools, and open space. This approach will enable more people to live within a short walk to key services such as schools, parks, food and groceries and encourage walking, cycling and healthy lifestyles.

INTEGRATED WATER MANAGEMENT

Integrated water management recognises the interrelationships between different types of water and recognises the needs of local catchments and waterways, communities, and industries.

This approach to managing and supplying water is a key component of the NWGGA Integrated Water Management Plan (2021) which guides the preparation of all NWGGA precincts.

It will provide recycled water to every dwelling, support passive irrigation of street trees and open spaces, and enable stormwater capture, harvesting and treatment through detention and retarding basins to enhance environmental flows to Cowies Creek and local tributaries.

Integrated water management will contribute to cool urban landscapes that minimise urban heat island effect, create environments that sustain natural assets, and protect and improve the habitat of native species.

PROTECTING & RESTORING BIODIVERSITY

Cowies Creek supports a range of environmental values including a significant population of Growling Grass Frog (*Litoria raniformis*), listed as vulnerable under the EPBC Act 1999. Populations of Growling Grass Frog have also been recorded downstream of the PSP, highlighting the significance of the waterway in supporting the species.

The regionally significant Eastern Long-necked Turtle (*Chelodina longicollis*) was also recorded in Cowies Creek.

With respect to vegetation, nationally listed Adamson's Blown Grass (*Lachnagrostis adamsonii*) has been recorded along the creekline in addition to remnant patches of Creekline Grassy Woodland (EVC 68). Over 20 hectares of Plains Grassland EVC 132 persist throughout the precinct.

The Northern and Western Growth Areas EPBC Plan and supporting documents including the Biodiversity Conservation Strategy prepared by the City will inform biodiversity protection and conservation in the precinct (on land parcels not subject to separate EPBC approvals) and broader growth area in addition to the NVPP.

SMART CITIES

The PSP supports and enables the adoption of smart technologies and digital innovation that will provide high- performance information technology infrastructure, help the City manage local assets such as roads, intersections and car parking, and monitor the precinct's sustainability performance.

P3. LOCAL CONTEXT

1.3 HOW TO READ THIS DOCUMENT

See [pg.17 of the Creamery Road PSP public consultation draft](#).

1.4 LAND TO WHICH THIS PSP APPLIES

The Creamery Road Precinct is the first precinct to be developed in the NWGGA.

The precinct is located in the northeast corner of the Western Geelong Growth Area as shown on Plan 3 Local Context.

It occupies approximately 350 hectares of land and is bound by the Midland Highway/Ballarat Road to the south, the Princes Freeway/Geelong Ring Road to the east, Geelong-Ballan Road to the west and the Cowies Creek corridor and the Geelong-Ballarat rail line to the north. Cowies Creek runs from east to west inside the northern boundary of the precinct. The precinct topography features shallow gradients sloping toward Cowies Creek as shown on Plan 4 Precinct Features.

The PSP abuts the future Batesford North PSP to its immediate west (separated by Geelong-Ballan Road) and Batesford South PSP to its south (separated by the Midland Highway/ Ballarat Road). Land north of the railway corridor is utilised for rural living.

East of the precinct and Geelong Ring Road is the established suburb of Bell Post Hill. Most of the precinct's land is currently within the boundaries of Bell Post Hill.

Land south of Creamery Road is contained in the township of Batesford. The triangular corner of the precinct located west of Evans Road at present belongs to the locality of Moorabool.

P4. PRECINCT FEATURES

1.5 BACKGROUND INFORMATION

The Creamery Road PSP Background Report provides detailed background information relating to the precinct, including its local and metropolitan context, history, landform and topography, biodiversity, drainage, open space, transport infrastructure, employment and community facilities.

The report summarises the technical studies that have informed preparation of the PSP. It also outlines the further work completed in response to the Standing Advisory Committee's recommendations.

1.6 DEVELOPMENT CONTRIBUTIONS PLAN

The Creamery Road Development Contributions Plan (the DCP) sets out the requirements for developers to contribute towards the basic and essential infrastructure required to support development of the precinct.

The DCP is a separate document to the PSP. It is incorporated into the Greater Geelong Planning Scheme under Clause 72.04 Incorporated documents and implemented through Schedule 11 to Clause 45.06 of the Greater Geelong Planning Scheme. The DCP Overlay applies to the same land as the PSP.

1.7 NATIVE VEGETATION PRECINCT PLAN

The Creamery Road Native Vegetation Precinct Plan (NVPP) is informed by the Biodiversity Conservation Strategy.

The NVPP identifies:

- Native vegetation to be protected;
- Native vegetation that can be removed, destroyed or lopped without a requiring a planning permit;
- Offsets that must be sourced by landowners, as outlined in the NVPP, prior to the removal of native vegetation; and
- Conditions that must be met to protect and retain vegetation.

The statutory basis for the NVPP is Clause 52.16 of the Greater Geelong Planning Scheme. The NVPP is a separate document to the PSP and is incorporated into the Greater Geelong Planning Scheme under Clause 72.04 Incorporated documents.

2.0 OUTCOMES

2.1 VISION

The Creamery Road PSP will support a thriving, well connected and climate resilient community.

The Clever and Creative Boulevard (CCB) will form a dedicated active and public transport link, and connect the activity centres and key land uses to the wider growth area.

Increased housing density and diversity along the CCB and within and around the Neighbourhood Activity Centre (NAC) will allow residents to live within walking distance of day-to-day necessities and public transport. The precinct will support a range of housing typologies that support varying housing needs.

The street network will showcase ‘blue-green’ infrastructure, support canopy trees and prioritise walking and cycling and the creation of environments that are attractive and designed to a human scale. Best practice stormwater management and water sensitive urban design will deliver functional, high-amenity community spaces.

The precinct’s open space system will recognise cultural values and perform an important role in conservation, recreation, greening and cooling.

Community facilities will be provided to ensure access to community services and spaces for social connection.

The PSP provides a framework to support zero carbon operation subdivision and development including the delivery of a fully electric precinct that includes energy efficient buildings and supports neighbourhood scale renewable energy opportunities.

The PSP will contribute to zero waste initiatives by encouraging the use of sustainable and locally sourced materials with low embodied carbon and high recycled content.

2.2 OBJECTIVES

SITE LAYOUT, LIVEABILITY & CHARACTER

- CHARACTER**
- Protect cultural heritage and create opportunities for cultural awareness and education.
 - Maintain or create view corridors to significant features.
 - Ensure neighbourhoods and buildings respond to natural features, character and cultural heritage.

- HOUSING**
- Facilitate 4.5% affordable housing **across the precinct**, including social housing, in residential areas through voluntary provisions, in accordance with affordable housing policy, evidence, and guidance.
 - Facilitate housing diversity to cater to the needs of a diverse population.
 - Deliver environmentally sustainable and climate resilient housing that supports zero carbon outcomes.
 - Support greater densities of housing within walking distance of key destinations, amenities, and infrastructure.
 - Deliver a range of lot sizes and housing typologies that integrate with, and respond to, surrounding land uses and context.

- COMMUNITY FACILITIES**
- Deliver well designed community facilities and schools which are integrated, adaptable, sustainable and responsive to the context.

- Support the timely delivery of community facilities and schools that cater to a diverse community.
- Ensure community and education facilities are accessible by public transport, walking and cycling.

ACTIVITY CENTRES

- Deliver a walkable and vibrant neighbourhood activity centre that provides a range of retail commercial, community, and residential uses to serve the community and encourage best practice urban design.
- Encourage activity centres to achieve best practice in ESD and zero carbon operation.

STREETS & PUBLIC REALM

STREET NETWORK

- Establish a CCB that is vibrant, sustainable, encourages diverse land uses and supports an integrated movement network.
- Provide high quality public and active transport for people early in the development of the precinct that links key spaces and places.
- Develop a network of streets and paths that are designed for people at a human scale which are permeable, legible and inviting, and that prioritise pedestrians and cycling.

OPEN SPACE SYSTEMS

- Create a network of high amenity open spaces which integrate with the street network and provide recreational transport links to support the development of healthy communities
- Deliver community parks which reflect local character and recognise and acknowledge Aboriginal and heritage values.
- Provide sports (active) reserves that assist in meeting the sporting needs of the community.
- Support expansive canopy coverage and the retention of valued trees to improve the amenity and use of open spaces.
- Design open spaces which promote a sense of place and cater to users of all genders, ages, abilities and cultures.

ENERGY & TECHNOLOGY

SUSTAINABLE ENERGY & ZERO CARBON

- Zero Carbon**
- Ensure utilities and services contribute towards the development of a fully electric, zero carbon precinct.
 - Encourage development to consider the reduction of greenhouse gas emissions during the construction of the precinct, including through construction management practice and the selection of materials.
 - Encourage subdivision and development to consider and respond to the whole-of-life cycle impacts of design and construction by using lower embodied carbon, local and recycled materials.

Supporting Renewable Energy

- Encourage the design and provision of utilities to promote sustainability and zero carbon operational neighbourhoods.
- Encourage development and subdivision to support, generate and supply renewable energy and achieve zero operational carbon by 2035.

SMART CITIES

- Encourage technology and communications infrastructure that can deliver and support smart city technologies.
- Encourage smart city infrastructure that integrates into the public realm.
- Support the provision of EV charging facilities in key locations accessible by the future community.

BIODIVERSITY, THREATENED SPECIES & NATIVE VEGETATION

- Prioritise the retention and enhancement of the Cowies Creek Conservation Area in accordance with relevant legislation, regulation and management plans.
- Protect and enhance biodiversity values within the Cowies Creek Conservation Area and increase community understanding and involvement in biodiversity conservation.

INTEGRATED WATER MANAGEMENT

- Achieve best practice stormwater management and water sensitive urban design, such as that outlined in EPA Publication 1739.1 (Urban stormwater management) or other equivalent document, that delivers functional, high amenity places for the community, including reducing the urban heat island effect.
- Promote sustainable water practices and technologies which protect local water resources and minimise potable water consumption.
- Encourage development that responds to climate change including flood and drought through best use of water in the landscape, including harvest and use.
- Ensure blue green infrastructure achieves best practice IWM outcomes via constructed waterways, treatment wetlands and other water sensitive urban design (WSUD) solutions to create high amenity spaces.
- Protect and enhance the hydrological, geomorphological, ecological and cultural values of Cowies Creek and its tributaries.
- Provide all lots with safe, reliable, potable and recycled water, services and reticulated sewerage.

CLIMATE RESILIENT COMMUNITIES

- Provide climate resilient housing and neighbourhoods and safe, comfortable places to live; considering bushfire risk, urban heat, thermal comfort, water usage, flood risk and stormwater management.

URBAN GREENING

- Combat the urban heat island effect, improve community resilience and wellbeing, protect existing vegetation while increasing biodiversity and Green (vegetation) Infrastructure.

BUSHFIRE RESILIENCE

- Ensure that bushfire hazards are identified and appropriately addressed in the layout and design of subdivisions, the local street network, and buildings and works.

CIRCULAR ECONOMY

- Encourage resource recovery and recycling during construction.
- Minimise levels of embodied carbon in buildings.
- Encourage a whole-of-lifecycle approach towards buildings and infrastructure, including the use of high-quality, locally sourced, sustainable construction materials that can be easily recycled or sustainably disposed.

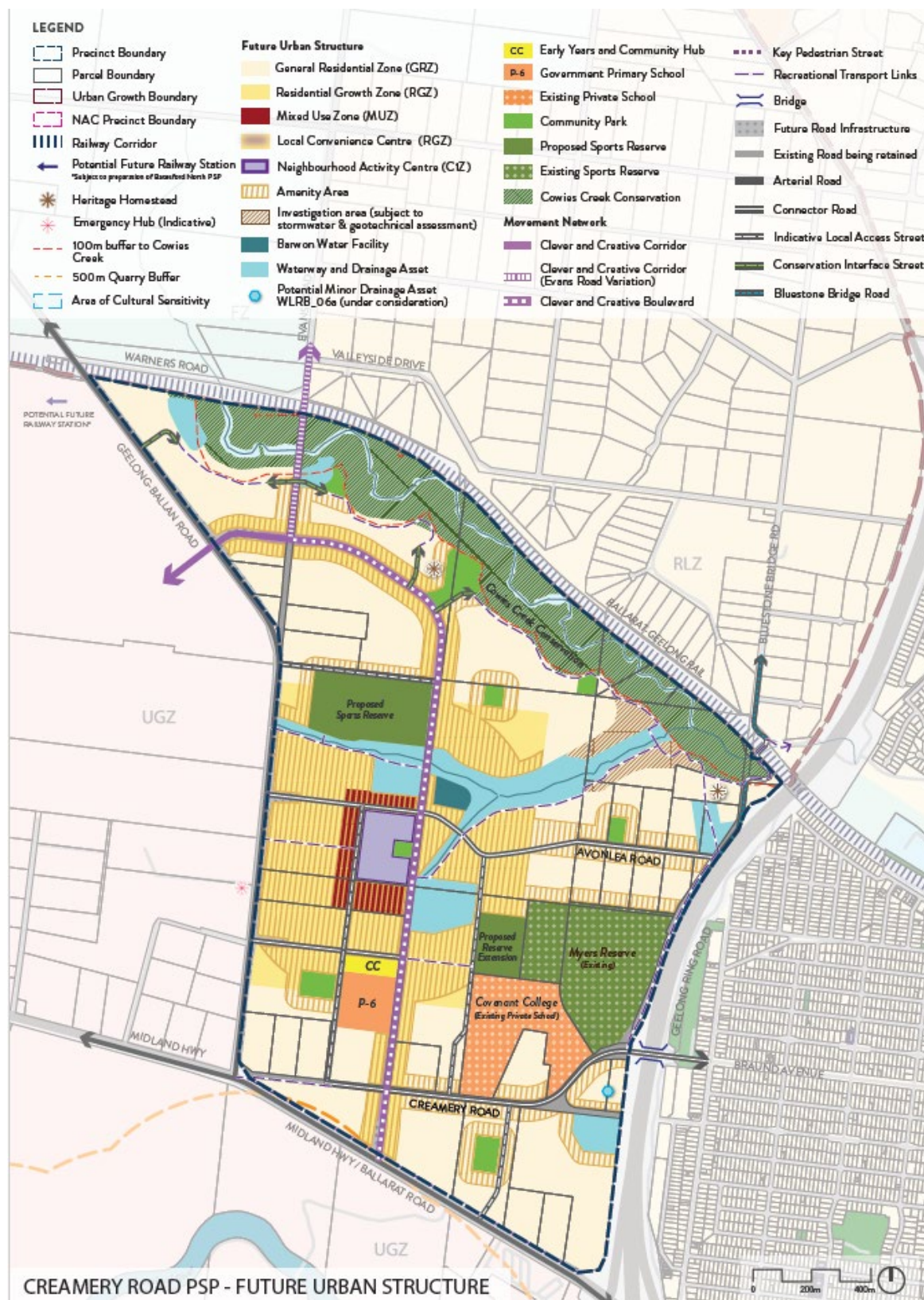
DELIVERY

- Ensure the timely delivery of key local and state infrastructure to facilitate early development of liveable communities.
- Encourage development staging to be co-ordinated with the delivery of key infrastructure.

2.3 FUTURE URBAN STRUCTURE

The Future Place Based Plan identifies the urban structure and sets out the precinct's land uses and primary street network.

P5. FUTURE PLACE BASED PLAN



2.4 LAND USE BUDGET & POPULATION

Table 1 Summary Land Use Budget provides a summary of the land required for transport, community facilities, government education facilities and open space and identifies the total amount of land available for development.

The total area of the precinct is 344.57 hectares, 61% of which is available for development. This translates to a net developable area (NDA) of 210.22 hectares. The NDA is inclusive of the following areas: Conventional Residential Areas (CRA), Amenity Area and the Neighbourhood Activity Centre (NAC).

Based on the residential density thresholds established in *Table 3 Housing Delivery Guide* and *Table 4 Dwelling Density Minimums*, the PSP is expected to generate an estimated 4,204 dwellings to accommodate approximately 11,772 new residents.

P6. PRECINCT LAND USE BUDGET PLAN

T1. SUMMARY LAND USE BUDGET

DESCRIPTION	HECTARES	% OF PRECINCT	% OF NDA
TOTAL PRECINCT AREA (HA)	344.566	100%	
TRANSPORT			
Existing Road Being Retained (incl. non-developed road)	11.244	3.26%	
Road Widening (incl. intersections)	5.800	1.68%	
SUB TOTAL TRANSPORT	17.044	4.95%	
COMMUNITY & EDUCATION			
Existing Non-Government School	11.611	3.37%	
Proposed Government Primary School	3.500	1.02%	
Proposed Early Years and Community Hub	1.000	0.29%	
SUB TOTAL COMMUNITY & EDUCATION	16.111	4.68%	
OPEN SPACE			
UNCREDITED (ENCUMBERED) OPEN SPACE			
Cowies Creek Conservation Reserve	42.045	12.20%	
Drainage Assets (including Waterway Corridor Reserve)	22.659	6.58%	
Barwon Water Facilities	1.000	0.29%	
Existing Sports (Active) Research - Myers Reserve	17.316	5.03%	
SUB TOTAL UNCREDITED OPEN SPACE	83.020	24.09%	
CREDITED OPEN SPACE			

Sports (Active) Reserve	8.641	2.51%	4.11%
Myers Reserve Extension - Sports (Active) Reserve	3.250	0.94%	1.55%
Community Parks (including Town Square)	6.280	1.82%	2.99%
SUB TOTAL CREDITED OPEN SPACE	18.171	5.27%	8.64%

TOTAL PRECINCT AREA	
TRANSPORT	17.044
COMMUNITY & EDUCATION	16.111
UNCREDITED OPEN SPACE	83.020
CREDITED OPEN SPACE	18.171
TOTAL ENCUMBERED LAND	134.346

TOTAL NET DEVELOPABLE AREA (NDA)	
NAC (Commercial 1 Zone)	2.700
NAC (Mixed Use)	3.912
Residential Growth Zone (incl. amenity area)	66.297
General Residential Zone (incl. amenity area and all other NDA)	137.311

A property specific land budget table is provided in ***Table 16 Property Specific Land Use Budget***.

3.0 IMPLEMENTATION

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

THE THEMES ARE:

1.		SITE LAYOUT, LIVEABILITY & CHARACTER	• Character • Housing Diversity, Density & Choice • Community Facilities & Education • Activity Centre
2.		STREETS & PUBLIC REALM	• Complete Streets • Open Space Systems
3.		ENERGY & TECHNOLOGY	• Sustainable Energy and Zero Carbon • Smart Cities
4.		BIODIVERSITY, THREATENED SPECIES & NATIVE VEGETATION	
5.		INTEGRATED WATER MANAGEMENT	
6.		CLIMATE RESILIENT COMMUNITIES	• Urban Greening • Bushfire Resilience
7.		CIRCULAR ECONOMY	
8.		DELIVERY	• Subdivision Works • Development Staging

3.1 SITE LAYOUT, LIVEABILITY & CHARACTER

3.1.1 CHARACTER

The precinct will ensure neighbourhoods and buildings are designed to respond to the surrounding natural landscape, character and cultural heritage.

P7. CHARACTER

REQUIREMENTS

R1 Subdivision design must respond to the natural and built features of the precinct including; topography, view lines and view cones, waterways, the Cowies Creek Conservation Area, planned gateways, interfaces and land uses as guided by [Plan 7 Character](#).

R2 An application for subdivision or development within moderate landslide susceptibility areas as shown on [Plan 4 Precinct Features](#) and [Plan 7 Character](#) must be accompanied by a geotechnical assessment in accordance with Australian Geomechanics Guidelines for Landslide Risk Management (2007).

Prior to commencement of works for each relevant stage of a subdivision, any geotechnical or landslide risks must be addressed and a plan prepared for their mitigation during construction in accordance with the recommendations of the geotechnical assessment.

A letter from a suitably qualified geotechnical practitioner must be submitted following mitigation works. It must indicate risks of landslide susceptibility and confirm that any hazards are acceptable and will remain acceptable for the duration of the use and/or development in accordance with the Australian Geomechanics Guidelines for Landslide Risk Management (2007).

R3 Permanent habitable building and structures must be avoided in high landslide susceptibility areas, as shown on [Plan 4 Precinct Features](#) and [Plan 7 Character](#).

For any other development proposed in high landslide susceptibility areas, the following condition applies:

An application for subdivision or development within high landslide susceptibility areas as shown on [Plan 4 Precinct Features](#) and [Plan 7 Character](#) must be accompanied by a full geotechnical assessment in accordance with the *Australian Geomechanics Guidelines for Landslide Risk Management (2007)* which includes detailed subsurface investigation and risk evaluation for both individual risk and societal risk.

The assessment must achieve low to very low risk levels to allow development.

Prior to commencement of works any geotechnical or landslide risks must be addressed and mitigated in accordance with the recommendations of the geotechnical assessment.

A letter from a suitably qualified geotechnical practitioner must be submitted following mitigation works. It must indicate risks of landslide susceptibility and confirm that hazards are acceptable and will remain acceptable for the duration of the use and/or development in accordance with *Australian Geomechanics Guidelines for Landslide Risk Management (2007)*.

R4 Placemaking opportunities identified in [Table 2 Key Placemaking Opportunities](#) and supporting [Plan 7 Character](#) must be addressed to provide focal points, a sense of place and contribute to local neighbourhood interest.

R5 The design and layout of a subdivision must ensure the connection of the shared path along the waterway drainage corridor within the Conservation Interface Street (as shown on [Appendix 3.2 Street Types & Cross Sections](#)), to provide a continuous network, in accordance with [Plan 13 Character](#).

R6 Subdivision and development abutting the Cowies Creek Conservation Area must be separated from the conservation area by the Conservation Interface Street (as shown on [Appendix 3.2 Street Types & Cross Sections](#)) or an appropriate local street, passive open space or paper road, to the satisfaction of the responsible authority.

R7 Development and/or subdivision [adjoining](#) the Acoustic Treatment Area identified on [Plan 8 Housing](#) must mitigate against noise from adjoining arterial roads and railway lines.

The design of any relevant noise attenuation measure must respect the surrounding neighbourhood and incorporate visually permeable materials to the satisfaction of the responsible authority or relevant authority.

T2. KEY PLACE MAKING OPPORTUNITIES

KEY CHARACTER ELEMENT	PLACEMAKING OPPORTUNITIES
PSP Gateways	These gateways identify vehicular entries to the precinct. These locations provide opportunities for landscaping embellishment, landmark built form which draws attention, wayfinding and signage.
Activity Centre Gateways	The activity centre gateways nominated are key active and public transport entries to the NAC Precinct. To address this function, a greater focus on the human scale is required with respect to built form and architectural design, interface treatments and materiality. These locations provide opportunities for landscaping embellishment, landmark built form which draws attention, wayfinding and signage and material changes to the road surface.
View Lines	The precinct benefits from views to local features and significant landscapes as identified in Plan 4 Precinct Features. The alignment of the CCC and the siting of several open spaces and community infrastructure seek to capitalize on these views. The configuration of streets in subdivision layouts, design of buildings and open spaces should consider and address view lines.
The CCC and abutting IDA including NAC, IDA and MUIDA	Developments in the NAC Precinct and IDA (including the Mixed Use IDA) abutting the CCC should allow activity to flow into the CCC and encourage people to engage and dwell in the corridor. Non-residential uses in the NAC Precinct, IDA and MUIDA, are encouraged on the ground floor level of buildings fronting the CCC. Non-residential ground floor uses must incorporate active frontages to the CCC. The landscaping and street furniture on the CCC should encourage people to rest, meet and dine.

GUIDELINES

- G1** Rear and side fencing as well as solid high front fencing adjacent to open spaces should be avoided, as appropriate.
- G2** Subdivisions that retain existing dwellings within lots should be designed to effectively integrate with the neighbourhood and surrounding present context, and ultimate likely development of the retained dwelling lot.
- G3** Where possible, salvaged natural and manufactured materials (e.g. cut stone, site rock, timber, significant fallen trees) should be incorporated into public realm as landscape features to provide a distinctive sense of place and connection to the landscape.
- G4** A consistent suite of lighting and street furniture responsive to the type and role of the street and place should be used across neighbourhoods and be in accordance with the City's Street Lighting Policy.
- G5** An application for development and/or subdivision should respond to the recommendations of the Cultural Values Assessment (2023) associated with the PSP.
- G6** Subdivision and/or development of land within the Heritage Homestead or Aboriginal Cultural Heritage Extent & 50m buffer, as identified in Plan 7 Character, should have regard to the cultural/heritage significance of the site and incorporate significant elements throughout a development and/or subdivision including:
- Providing an appropriate design response for a sensitive interface;
 - Appropriately scaled development, proportion and materials; and
 - Providing wider community access to the heritage features where appropriate.
- G7** Visibility and recognition of Aboriginal history and culture should be prioritised through close consultation with the Wadawurrung Traditional Owners Aboriginal Corporation to incorporate where possible:
- Aboriginal names for places, streets and major new public infrastructure including open space and public buildings;
 - Site interpretation through signage, public art or other mechanisms to promote awareness and appreciation of local Aboriginal cultural heritage;
 - Materials which have significance to the Aboriginal community in landscaping public and open spaces; and
 - Any relevant intangible values, such as views or connections.
- G8** Lots and development abutting the Clever and Creative Corridor (CCC) or Clever and Creative Boulevard (CCB) should front the CCC/CCB, and in all other areas should front (in order of priority where there are multiple fronting elements):
- Drainage corridors and public open space;
 - Cowies Creek conservation area;
 - Local streets*;
 - Connector roads;
 - Arterial roads; and
 - Schools.
- *Local streets include pedestrian streets, micro streets, local access streets (1 and 2), and parking streets, as shown on A3.2 Street Types & Cross Sections.
- G9** Facade treatment should be used to mitigate noise from adjoining roads and railway lines. The construction of acoustic barriers should be avoided where possible.

3.1.2 HOUSING DIVERSITY, DENSITY & CHOICE

The precinct will support a diversity of housing types in conventional residential areas, amenity areas, and the neighbourhood activity centre.

Residential ESD Guidelines will be prepared for all residential subdivisions to help deliver environmentally sustainable and climate resilient housing.

The use of Coolangatta and Avonlea Homesteads for recreational and non- residential uses which are respectful of these heritage places is encouraged.

P8. HOUSING

REQUIREMENTS¹

R8 An application for residential subdivision and/or development must be capable of accommodating a variety of dwelling types in accordance with [Plan 8 Housing](#) and [Table 3 Housing Delivery Guide](#).

R9 Residential subdivisions must submit a density plan which:

- Calculates the dwellings per hectare over the entire area of the subject site.
- Demonstrates how the target density of an average of 20 dwellings per hectare is achieved and how it achieves a range of lots and housing typologies as per the housing delivery guide.
- Identifies indicative dwelling targets for super lots.
- Considers [Table 4 Dwelling Density Minimums](#).

The minimum density targets in [Table 4 Dwelling Density Minimums](#) may be varied where the overall density for the subdivision achieves a target of 20 dwellings per hectare, to the satisfaction of the responsible authority.

R10 Subdivision applications containing super lots must be accompanied by a concept layout plan (drawn to scale and dimensioned) which demonstrates how the required dwelling yields can be achieved.

R13 An application for residential subdivision of ten or more lots or residential building and works (whichever comes first) must be accompanied by Residential ESD Guidelines which includes mechanisms to achieve environmentally sustainable and climate resilient housing to the satisfaction of the responsible authority.

- Subdivision: Prior to the certification of the plan of subdivision or the first stage of subdivision in the event of staged subdivision, unless otherwise agreed, by the responsible authority, Residential ESD Design Guidelines must be submitted and approved to the satisfaction of the responsible authority. The Residential ESD Design Guidelines must be applied as a restriction on the relevant plan of subdivision.
- Building and works: Residential ESD Design Guidelines must be submitted to the satisfaction of the responsible authority prior to a planning permit being granted. The required contents of the guidelines are to be shown on the endorsed plans.

¹ Requirements 11 and 12 were deleted prior to notice being given of the November 2025 public consultation draft.

GUIDELINES²

- G10** The design of residential subdivision and nomination of housing typologies should respond to the individual site context, opportunities and constraints.
- G13** Specialised housing forms, such as retirement villages, residential aged care facilities and residential villages should where practicable:
- Provide a range of residential built form types;
 - Integrate in to the wider urban structure;
 - Incorporate active interfaces and ensure visual permeability;
 - Minimise inactive interfaces, such as solid fencing/gates and walls, and blank facades;
 - Be accessible by public transport; and
 - Not present a barrier to the surrounding movement network.
- G14** The development of gated communities should be avoided.
- +G-A** Applications for subdivision or development of land for residential, or commercial or mixed-use purposes with a residential component, are encouraged to contribute towards the precinct's 4.5% affordable housing target. A variety of implementation mechanisms that can deliver an increase in the affordable housing stock in the municipality are encouraged.
- +G-B** Where an affordable housing contribution is being provided, applications should include an Affordable Housing Delivery Strategy which addresses:
- The contribution to be provided, including the amount and form of the contribution i.e. affordable/social, lots/ dwellings, etc.;
 - How the contribution will be achieved and secured, including the identification of intended agencies, the owner/s of land and the responsible authority entering into an agreement pursuant to section 173 of the Planning and Environment Act 1987, timeframes, built form, and a response to each of the matters specified by the Minister by notice published in the Government Gazette in accordance with section 3AA(2) of the Planning and Environment Act 1987;
 - Staging requirements to ensure that social housing and affordable housing are provided in a timely manner as development occurs; and,
 - Affordable housing principles to ensure contribution provides a range of lot sizes or housing types, promotes an integrated and equitable distribution of housing options across the precinct, and, where relevant, delivers dwellings that are functionally and visually distinct from one another.
- +G-C** Affordable housing, including social housing, where provided should be located across the precinct, including in high amenity areas close to services, public transport and community facilities, and provide for a range of housing typologies.
- +G-D** The Residential ESD Design Guidelines should contain sustainability provisions including, but not limited to:
- Urban heat mitigating roof design and shading structures that have a solar reflectance index (SRI) of:
 - For roofing with less than 15 degree pitch, a three year SRI of minimum 64.
 - For roofing with a pitch of greater than 15 degrees, a three-year SRI of minimum 34.

² Guidelines 11 and 12 were deleted prior to notice being given of the November 2025 public consultation draft.

- Residential lots to provide a dedicated electrical circuit terminating in a garage or carport that is capable of supporting a minimum 7kW (32A) Electric Vehicle Charging Point (EVCP).
- Solar photovoltaic (PV) system with the following minimum capacity:
 - single dwelling: 3kW up to two bedrooms, with additional capacity provided for each additional bedroom, or
 - apartment building: either 25W per square metre of site coverage, or 1kW per dwelling. Note: neighbourhood scale renewable energy generation will be considered as an alternative to individual solar PV systems in any Residential ESD Design Guidelines.
- Or a suitable alternative to the satisfaction of the responsible authority.

T3. HOUSING DELIVERY GUIDE

LAND USE	HOUSING VISION	HOUSING TYPOLOGY	APPLIED ZONE	MAX. NO. OF STOREYS (EXCLUDING BASEMENTS)
Housing within the Neighbourhood Activity Centre (NAC)	The NAC will serve as the retail core of the precinct. High residential densities alongside retail and commercial use are encouraged to maximise the number of people living within walking distance of the NAC. Dwellings and apartments are designed to provide high levels of amenity to residents.	The mix of dwelling typologies which integrate with retail and commercial uses should include, but is not limited to: • Compact housing forms • shop top housing • apartments	Commercial 1 Zone	N/A
Amenity Area	Increased densities are supported in these locations (including NAC IDA) given their proximity to NAC Precinct, transport, and other amenities. Proponents are encouraged to test and implement new housing typologies.	Housing typologies will vary to include a range of types and forms to create diversity and support medium to high residential densities. The mix of dwelling typologies should include, but is not limited to: • low-rise apartments • townhouses • Soho-type dwellings • co-housing Combined subdivision/ development applications within super lots are strongly encouraged, particularly on land adjacent the CCC/CCB to ensure that developments are not occurring in isolation of each other and provide cohesive and well- designed built form outcomes.	Residential Growth Zone	6
			General Residential Zone (Schedule 1)	3
Mixed Use Integrated Development Area (MUIDA)	MUIDA are IDA which support non-residential and residential uses in the same development. Non-residential uses compatible in a residential environment, such as small offices and cafes, are encouraged on the ground floor of developments.	The mix of typologies should include, but is not limited to mixed-use developments that incorporate non- residential uses at the ground floor with shop top housing.	Mixed Use Zone and Residential Growth Zone	6
Conventional Residential Area (CRA)	CRA will provide for traditional suburban lots. Dwelling design should create variation in housing form and design to create unique neighbourhoods and add visual interest. Three storey development is encouraged.	The mix of dwelling typologies should include, but is not limited to: • single dwellings • townhouses • detached housing • semi-detached housing (2-3 storeys)	General Residential Zone (Schedule 1)	3

T4. DWELLING DENSITY MINIMUMS

LAND USE AS PER PLAN 8 HOUSING	APPLIED ZONE	MINIMUM DENSITY (DWELLINGS/HA)
Neighbourhood Activity Centre (NAC)	Commercial 1 Zone	23
Amenity Area	Mixed Use Zone, Residential Growth Zone and General Residential Zone (Schedule 1)	23
Conventional Residential Area (CRA)*	Residential Growth Zone and General Residential Zone (Schedule 1)	17

*All residential land outside the amenity area, regardless of underlying applied zone.

3.1.3 COMMUNITY FACILITIES & EDUCATION

Social infrastructure is the fabric of our community. It refers to the places and spaces that bring us together, foster social cohesion, stay active, learn new skills and access important services. Social infrastructure is essential for the health, wellbeing and economic prosperity of the community. The PSP will support one government primary school, a non-government school and an Early Years Hub.

The Early Years & Community Hub will benefit from proximity to the CCB, NAC Precinct, open space and recreational transport links. The facilities will provide a strong civic presence in the community, reflect cultural heritage and demonstrate best practice sustainable design.

P9. COMMUNITY FACILITIES & EDUCATION

REQUIREMENTS³

R14 The design and siting of community facilities and schools must be generally in accordance with [Plan 9 Community Facilities & Education](#) and [Table 5 Community Facilities Delivery Guide](#) and respond to and address the following:

- The CCC/CCB and adjacent road network;
- [Section 3.2.1 Complete Streets](#) as appropriate; and
- Prioritise walking and cycling access.

R15 If abutting the CCC/CCB, community facilities and schools must be designed to front (main entrance) the CCC/CCB with car parks and any vehicular entries located away from the main entry.

R16 In accordance with [Plan 9 Community Facilities & Education](#), proposed school sites must have a minimum of two road frontages. At least one frontage must be a connector road to provide for student drop-off/pick up zones and on-street indented parking in addition to other street functions.

R17 Any road abutting a school or community facility must be designed in accordance with [Appendix 3 Complete Streets](#) and be designed to:

- Achieve slow vehicle speeds;
- Provide pedestrian and cyclist priority; and
- Have safe pedestrian crossing points.

R19 New community facilities or an education centre with a gross floor area that is equal to or greater than 2,000 square metres must commit to the use of a best practice environmental performance rating tool, such as a Green Star Buildings, that is equivalent to net zero in operation (i.e. 4 stars), or an equivalent rating achieved through a similar tool, to maximise building sustainability performance and contribute to Victoria's net zero emissions target.

An application for buildings or works related to the above must be accompanied by a letter of commitment issued by the relevant best practice environmental performance rating tool to the satisfaction of the responsible authority.

³ R18 was deleted prior to notice being given of the November 2025 public consultation draft; R20 was deleted in Day 0 version.

Prior to occupation of the development, a certificate of rating issued by the relevant best practice environmental performance rating tool must be submitted to the satisfaction of the responsible authority.

GUIDELINES⁴

G15 Subdivision and development should facilitate integration of community facilities, schools and active (sports) reserves where they are co-located and promote:

- Integration with neighbouring facilities to maximise efficiencies through the sharing of car parking and other complementary infrastructure;
- Out-of-hours use, street activation and permeability; and
- Safe and convenient pedestrian and cyclist shared path access.

G16 The design of community facilities should:

- Maximise land use efficiency through multi-storey building formats and through shared (and reduced) car parking;
- Include extensive canopy tree planting, bollards and/or similar unobtrusive structures, where appropriate, as a security perimeter against vehicular threats;
- Encourage flexibility in the range of uses which can occur at the site and allow for future adaptability and shared use of spaces;
- Incorporate appropriate opportunities for:
 - urban food production, community gardens and associated infrastructure (garden beds, vertical herb gardens, sheds, water tanks and compost)
 - spaces for community art making, performance, rehearsal, storage and/or exhibition.
- Minimise high fencing to encourage out-of-hours use; and
- Be designed to be adaptable, universally accessible, provide a sense of place and sustainable.

G19 Childcare, education, medical or similar facilities not shown on [*Plan 9 Community Facilities & Education*](#) should be located within the NAC Precinct or front the CCC/CCB, unless otherwise agreed by the responsible authority.

+G-E Community facilities, schools, and active (sports) reserves that are co-located should be designed to maximise sharing opportunities of car parking and other complementary infrastructure, unless otherwise agreed to by the responsible authority.

⁴ G17 & G18 were deleted prior to notice being given of the November 2025 public consultation draft.

T5. COMMUNITY FACILITIES DELIVERY GUIDE

	AREA (HA)	TYPE	POTENTIAL SERVICES	LOCATIONAL ATTRIBUTES
PS01	3.5	Proposed Government Primary School	N/A	The school is located to the south of the Early Years & Community Hub fronting the CCB. The school will service the precinct and should be co-designed with the Early Years & Community Hub.
CF01	1	Early Years & Community Hub	The Early Years & Community Hub consists of a Multipurpose Community Centre and Early Learning Centre. The Multipurpose Community Centre allows for a neighbourhood house program, flexible community meeting spaces including community kitchen, co-working spaces and community garden. The Early Learning Centre is integrated with the Multipurpose Community Centre and provides for maternal and child health, kindergarten programs, family support services and a multipurpose space for playgroups.	This facility is located north of PS01 (a proposed government primary school) and is accessible via the CCB and a north-south connector road. This facility should be designed in conjunction with PS01.

3.1.4 ACTIVITY CENTRES & EMPLOYMENT

The PSP is supported by a centrally located Neighbourhood Activity Centre. The NAC Precinct, shown on *Plan 10 Activity Centres* and *Plan 11 Neighbourhood Activity Centre (NAC) Precinct Concept Plan*, is formed by the Activity Centre, Town Square (Open Space), and Mixed Use Area.

The design of the NAC Precinct will reflect and respond to the natural features of the precinct and Aboriginal cultural values and heritage. The NAC Precinct will achieve best practice ESD and support the transition to a zero operational carbon neighbourhood.

The NAC Precinct will be a vibrant activity centre that supports the emerging needs of the community and accommodates a range of retail, commercial and community focused uses, start-ups and innovative businesses as well as a diverse housing mix.

P10. ACTIVITY CENTRES

REQUIREMENTS⁵

- R21** Prior to the issue of a planning permit for the subdivision or development of land within the NAC Precinct (as shown on *Plan 10 Activity Centres*) an Urban Design Framework (UDF) plan for the entire NAC Precinct must be submitted to and approved by the responsible authority.

Once approved, the UDF plan will guide future land use and development in the NAC Precinct.

- R22** The UDF plan must:

- Demonstrate how the vision and design intent in *Appendix 5 - Table 23 NAC Design Intent* will be achieved. Design elements may be altered;
- Address and respond to *Appendix 5 - Table 24 Activity Centre and Commercial Development Design Principles*;
- Address and respond to all other relevant requirements and guidelines in the PSP pertaining to the different land uses in the NAC Precinct such as housing, open space and community facilities and *Section 3.2.1 Complete Streets*, *Section 3.6.1 Urban Greening* and *Section 3.8 Delivery*;
- Demonstrate how the design of the NAC Precinct:
 - achieves a main street environment along the length of the CCB and the key pedestrian street abutting the NAC Precinct;
 - delivers a civic focussed town square;
 - integrates and connects different uses intended in the NAC Precinct;
 - allows for the long-term evolution and growth of the NAC Precinct to meet the changing demands of the market and uses such as small local enterprises
 - provides for vehicular access to development within the NAC from the CCB and the Connector Road, and not from local streets; and
 - provides for cycle connections to the surrounding On Road Major Bicycle Paths and Recreational Transport Links.
- Set out clear and specific strategies, actions and guidelines for the development of the NAC Precinct that may be used as an assessment tool for future development applications within the precinct, including built form massing and architectural guidelines, and a landscape and public realm master plan;

⁵ R23 was deleted prior to notice being given of the November 2025 public consultation draft.

- Determine appropriate areas for high and medium density housing and mixed-use development within the NAC Precinct and demonstrate how minimum dwelling densities will be achieved;
 - Include a staging and implementation plan;
 - Outline provisions for car parking including principles and requirements on the location and design of parking areas (including location of EVCPs), minimising off-street car parking, reducing and concealing the footprint of any on-grade car parking areas, and maximising shared and consolidated car parking opportunities;
 - Set out arrangements for the provision of service areas for delivery and waste disposal, including access for larger vehicles and measures to minimise the impact on adjoining neighbourhoods, and enable the safety of pedestrians and vehicle users; and
 - Address the relevant sections of the City's Positive Ageing Strategy including but not limited to ensuring accessibility for all ages;
- all to the satisfaction of the responsible authority.

R24 Commercial or mixed use buildings that are equal to or greater than 2,000 square metres gross floor area must commit to the use of a best practice environmental performance rating tool, such as a Green Star Buildings, that is equivalent to net zero in operation (i.e. 4 stars), or an equivalent rating achieved through a similar tool, to maximise building sustainability performance and contribute to Victoria's net zero emissions target.

An application for buildings or works related to the above must be accompanied by a letter of commitment issued by the relevant best practice environmental performance rating tool to the satisfaction of the responsible authority.

Prior to occupation of the development, a certificate of rating issued by the relevant best practice environmental performance rating tool must be submitted to the satisfaction of the responsible authority.

+R-A Land use and development within the Local Convenience Centres (LCC) must demonstrate how the proposed design has appropriately considered and responded to the Design Principles in [Appendix 5 – Table 24 Activity Centre Design Principles](#) and to existing views and local features including but not limited to the Coolangatta Homestead as per [Plan 4 Precinct Features](#) unless otherwise approved by the responsible authority.

GUIDELINES⁶

G23 Retail and commercial floor space may be increased beyond the threshold in [Table 6 Activity Centres](#) as part of permit applications for subdivision and development within the NAC Precinct or within the LCCs, where **all** the following criteria are met and supported through an economic assessment completed by a suitably qualified person:

- The increased floorspace must not impact the role and function of existing centres in the Geelong retail centre hierarchy (as per Clause 17.02 of the Greater Geelong Planning Scheme) and the viability of existing/planned activity centres across the Northern and Western Geelong Growth Areas;
- The increased floorspace must not impede on the ability to create walkable 20-minute neighbourhoods across the PSP;

⁶ G20, G21, G22, and G25 were deleted prior to notice being given of the November 2025 public consultation draft.

- The increased floorspace is required to support changing economic trends and needs of the community;
 - The development incorporates housing, such as apartments, shop top/multi storey housing and high quality town houses, particularly if the increased floor area is requested in an area primarily designated for residential use;
 - The design provides additional quality built form and development outcomes and/or other community or ESD benefits; and
 - The minimum dwelling density per hectare can still be achieved.
- all to the satisfaction of the responsible authority.

G24 Subdivision layouts should provide for a range of lot configurations to cater for various land uses, including but not limited to small local enterprises.

+G-F In addition to the requirements of Clause 17.02-2L, out-of-centre commercial development should:

- Be located on an arterial road or along the CCC/CCB
 - Where located on an arterial road, all vehicular access must be directly from the arterial road and not from surrounding residential streets.
 - Where located on the CCB, development must provide direct pedestrian access from the CCB. Vehicular crossovers may only be from the nominated side of the CCB where permitted. Access from residential streets behind the CCB is not acceptable.
- Provide small-scale day-to-day goods and services that meet localised needs, rather than competing with the designated activity centres.
- Be designed in response to the Activity Centre Design Guidelines in [Appendix 5 – Table 24 Activity Centre Design Principles](#).

T6. NEIGHBOURHOOD ACTIVITY CENTRE

LAND USE	RETAIL FLOOR SPACE	COMMERCIAL FLOOR SPACE	LOCATION & ANCILLARY USES	
Neighbourhood Activity Centre (NAC)	5,625 sqm	1,875 sqm	Located centrally within the NAC Precinct, fronting the CCB and co-located with the mixed use amenity area. Provides for a full line supermarket and specialty retail shops. Other uses such as offices, shared spaces, and medical uses are encouraged to support a vibrant centre. Large format retail uses, service stations and drive-through establishments are discouraged.	Changes informed evidence, as per Council's Part B submission.
Local Convenience Centre (LCC) – North	1,310 sqm (including shop)	435 sqm	Located along the CCB, situated near the Coolangatta Homestead. Retail and commercial uses are encouraged on the ground floor level, with residential uses above. Full line supermarkets and large format retail uses are discouraged.	Total area to be reduced to 1,000 sqm total. Exact breakdown of retail vs commercial pending.
Local Convenience Centre (LCC) – South	1,310 sqm (including shop)	435 sqm	Located on the CCB at the intersection with Creamery Road. Retail and commercial uses are encouraged on the ground floor level, with residential uses above. Full line supermarkets and large format retail uses are discouraged.	Total area to be reduced to 1,000 sqm total. Exact breakdown of retail vs commercial pending.

Indicative numbers, to be confirmed prior to finalisation. Note: Commercial development outside the designated NAC and LCC areas shall be considered Out of Centre commercial development.

T7. ANTICIPATED EMPLOYMENT CREATION IN THE PRECINCT

JOBS IN NAC	WORK FROM HOME	SOCIAL INFRASTRUCTURE	TOTAL
479	196	195	870

Indicative numbers, to be confirmed prior to finalisation.

3.2 STREETS & PUBLIC REALM

3.2.1 COMPLETE STREETS

The PSP proposes a suite of street types, named ‘Complete Streets’, which are designed to support a street network that accommodates canopy trees and water sensitive urban design, provides a human scale experience, and prioritises walking and cycling.

The PSP is consistent with the Department of Transport and Planning’s Movement and Place Framework which provides guidance for planning quality outcomes that achieve efficient movement and balance competing travel modes. Streets are more than movement corridors but can also be used as a place for people to dwell, stay, linger, shop and play. The PSP is consistent with Clause 18 Transport within the Planning Policy Framework in the Greater Geelong Planning Scheme.

P12. STREET NETWORK

REQUIREMENTS⁷

- R25** The design of subdivisions must be generally in accordance with the movement network nominated in [Plan 12 Street Network](#) and the street cross sections in [Appendix 3.1 - Table 18 Street Types & Attributes](#) and [Appendix 3.2 Street Types & Cross Sections](#), to the satisfaction of the responsible authority
- R26** Where more than one street is proposed in a subdivision layout, a variety of cross-sections which respond to [Appendix 3.1 - Table 18 Street Types & Attributes](#) and [Appendix 3.2 Street Types & Cross Sections](#), must be utilised in a subdivision layout in response to the context and use of the land, to provide a legible and permeable street network which prioritises walking and cycling and reduces car use.
- R27** The design of all subdivisions and streets must provide:
- A permeable, direct and safe street network which encourages walking and cycling particularly near schools, community facilities and activity centres; and
 - Convenient access to local points of interest and destinations for effective integration with neighbouring properties.
- R28** Recreational transport links (shared cycling/pedestrian paths) must be delivered in accordance with the network shown on [Plan 13 Street Network](#) using one or a combination of the following, to the satisfaction of the responsible authority:
- A pedestrian street generally in accordance with [Appendix 3.2 Street Types & Cross Sections](#);
 - A minimum 3m wide shared path delivered as part of the road reserve; and/or
 - An off-road 3m wide shared path.
- R29** Recreational transport links (including crossings) along waterways and drainage assets must be:
- Located above the 1:100 year flood level, to maintain hydraulic functions of the waterway to the satisfaction of the responsible authority.
 - Designed in accordance with all biodiversity approvals and have regard for protection and enhancement of habitat and fauna movement.

⁷ R31 was deleted prior to notice being given of the November 2025 public consultation draft.

- Allow sufficient design width to accommodate emergency vehicle access and include Services Locations.

R30 Vehicle access to lots fronting and/or abutting the western interface of the CCB must be provided via rear or side access lanes, places or streets.

R32 Vehicle access to a lot that is six metres or less in width must be provided via a rear laneway unless otherwise agreed by the responsible authority. Configuration of vehicle access to all other lots must ensure there is sufficient separation between crossovers to allow for the planting of street trees in accordance with the objectives and requirements of this PSP and the City of Greater Geelong Vehicle Crossings Code of Practice & Guidelines (2022) or as amended.

GUIDELINES⁸

G26 Placemaking design concepts, pedestrian amenities and other embellishments are encouraged within Micro Streets and Pedestrian Streets (See [Appendix 3 Complete Streets](#)). The installation of any embellishments should not infringe on the pedestrian clearway nor be to the detriment of integrated water management outcomes.

G27 The frequency of vehicular crossovers on protected bike lanes and verges of connector roads should be minimised, as appropriate, through a combination of:

- Rear loaded lots with laneway access;
- Vehicular access from side streets;
- Combined or grouped crossovers;
- Increased lot widths; and/or
- Consolidated parking areas separate to dwellings.

G28 Consistent wayfinding signage should be utilised across the precinct and use clear visual imagery including walking time and distances to key destinations, in accordance with the guidelines outlined in Wayfound Victoria (2020) or as amended.

G29 Recreational transport links (shared cycling and pedestrian paths) should utilise shared paths incorporated in the design of drainage assets and road reserves, where appropriate; and avoid duplicating infrastructure.

G31 Cul-de-sacs should be avoided in the design of subdivision layouts. When provided, cul-de-sacs should include connections to the surrounding pedestrian network by using a Pedestrian Street in accordance with [Appendix 3.2 Street Types & Cross Sections](#).

P13. PUBLIC & ACTIVE TRANSPORT

⁸ G30 was deleted prior to notice being given of the November 2025 public consultation draft.

3.2.1.1 PUBLIC TRANSPORT

REQUIREMENTS

- R33** Any bus capable carriageway and/or street suitable for public transport systems, as nominated in [Plan 13 Public & Active Transport](#), must be constructed in accordance with the Department of Transport's Public Transport Guidelines for Land Use and Development, or as amended, to the satisfaction of the responsible authority and/or the relevant authority.
- R34** Streets, intersections, and transit stops provided must be generally in accordance with [Table 19 Intersection Requirements](#), [Table 20 Complete Streets General Requirements](#) and [Table 21 Transit & Transit Stop Design Requirements](#) (all appendices), respectively, to prioritise the efficiency of transit services over traffic and avoid conflict between pedestrians and other road users, all to the satisfaction of the responsible authority.

GUIDELINES

- G32** Wombat crossings (raised pedestrian crossings), or appropriate alternative treatments or design measures, should be located to enable safe access to key destinations e.g., schools, community facilities, activity centres and local parks as appropriate and in accordance with [Table 19 Intersection Requirements](#), to the satisfaction of the responsible authority.
- G33** Transit stops should be prioritised in commuter-friendly convenient locations adjacent to key destinations e.g. activity centres, schools, community centres and local parks.
- G34** Where bus stops and/or other public transport system facilities are located, they should be provided in accordance with the Department of Transport's Public Transport Guidelines for Land Use and Development (or as amended), to the satisfaction of the responsible authority.

3.2.1.2 CYCLING

REQUIREMENTS

- R35** Bicycle parking infrastructure must accommodate a diversity of bicycle types and sizes, including cargo bicycles and electric bicycles, as appropriate.
- R36** Bicycle parking must be provided in accordance with [Table 8 Bicycle Parking Minimums](#) or be accompanied by a Bicycle Parking Demand Assessment that addresses the following matters, to the satisfaction of the responsible authority:
- The variation of bicycle parking demand likely to be generated by the proposed use;
 - The short-stay and long-stay bicycle parking demand likely to be generated by the proposed use;
 - The availability of public transport within reasonable proximity to the land;
 - The anticipated bicycle ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land; and,
 - The provision of public bicycle parking facilities within reasonable proximity to the land.

GUIDELINES

- G35** Recreational transport links (shared pedestrian and cycling paths) in addition to those nominated in [Appendix 3 Street Complete Streets](#) should be lit in accordance with the City's *Public Street Lighting Policy* and be supported by passive surveillance.
- G36** Local streets should include traffic calming measures to encourage low driving speeds, without reducing the connectivity of the street network for people walking and cycling.
- G37** Visitor or shopper bicycle parking provided in accordance with [Table 8 Bicycle Parking Minimums](#) should be located in convenient, undercover, well-lit locations near the building entrance.
- G38** Provision should be made for passive infrastructure (such as space allocation, conduit and electrical capacity) to enable the future installation of electric bicycle charging facilities within the NAC and along the CCB/CCC near bus stops, bicycle parking and other key destinations along connector roads and activity nodes, where appropriate.

T8. BICYCLE PARKING MINIMUMS **Sb. 15 requests deletion – alternate changes proposed.**

LAND USE	LONG STAY BICYCLE PARKING (RESIDENTS OR EMPLOYEES)	SHORT STAY BICYCLE PARKING (VISITORS)
Residential	• 1 space to a 1- and 2-bedroom dwelling • 2 spaces per 3-bedroom dwelling • 1 space per bedroom for dwellings with no car parking	As per Clause 52.34
Retail Premises (including shop)	1 space per 400sqm	As per Clause 52.34
Office	9 spaces per 800sqm	As per Clause 52.34
All other uses not listed in this table	Other uses as per rates listed in Clause 52.34 of the Greater Geelong Planning Scheme.	

3.2.1.3 PARKING

REQUIREMENTS

- R37** Car parking must not:
- Dominate the building facade/street interface;
 - Create unsafe places to walk or cycle.
- to the satisfaction of the responsible authority or relevant authority.
- R38** Loading areas and all other service areas must not have any interface with the CCC/CCB. On all other streets, loading and service areas must be on the side, rear or screened to minimise views to the street.
- The treatment of loading and service areas must be integrated into the building design to provide visual interest.

GUIDELINES

- G39** Off-street parking provided in activity centres should be co-located and consolidated into a shared, multi-user area to promote efficiency.
- G40** Car parking areas should be designed to allow passive surveillance and ensure public safety through positioning and lighting, to the satisfaction of the responsible authority.
- G41** Car parking areas should be designed to provide dedicated pedestrian routes and adequate landscaping areas to the satisfaction of the responsible authority.

3.2.2 OPEN SPACE SYSTEMS

The open space system creates passive and structured play, recreation and sport opportunities for future neighbourhoods. Community parks and sporting reserves are located within walking distance of residential areas, and along spines of existing encumbered land, and conservation areas.

Open spaces will support tree canopy coverage and serve as destinations in the precinct's active transport network.

Community parks and sports (active) reserves will be designed to address the needs of the future community and provide neighbourhoods with a distinct sense of place and identity.

P14. OPEN SPACE SYSTEMS

REQUIREMENTS⁹

- R39** All community parks, sports (active) reserves and other public open spaces must be located, designed and developed to the satisfaction of the responsible authority in accordance with the following documents:
- [Plan 14 Open Space Systems](#);
 - [Plan 19 Integrated Water System](#);
 - [Table 9 Open Space Delivery Guide](#);
 - [Appendix 4 – Table 22 Open Space Delivery Requirements](#) and,
 - Relevant Council policy and guidelines.
- R40** Where a community park as shown on [Plan 14 Open Space Systems](#) is located over multiple properties, the first development proponent to lodge a permit application must undertake a master plan for the entire park, to the satisfaction of the responsible authority. The proponent delivering the master plan for a local park that traverses multiple property ownerships must consult with the landowners of parcels covered by the park when preparing the plan to ensure an integrated design.
- R41** Open spaces must have a road frontage to at least 3 boundaries, except where:
- The open space adjoins an alternate open space use i.e. conservation area;
 - Lots directly face the open space and allow for vehicular access via a rear laneway with the provision of a 4m wide paper road fronting the open space;
 - Primary pedestrian access to lots is provided via a 1.8m wide pedestrian path contained within the paper road; and
 - Visually permeable and low scale fencing (less than 1.2 metres high) facilitates public safety and passive surveillance.
- R43** For the purposes of Clause 53.01 of the Greater Geelong Planning Scheme, a Community Park, Urban Park or Town square within the PSP is defined as Public Open Space. All land contributed as public open space must be unencumbered and a contribution provided in accordance with [R44](#).

⁹ R42 was deleted prior to notice being given of the November 2025 public consultation draft.

R44 Where land is identified as a credited (unencumbered) passive open space, such as a local community park, as shown on [Plan 14 Open Space Systems](#) and specified in [Table 9 Open Space Delivery Guide](#), if the land is:

- Equal to 2.99% of the Net Developable Area – Residential (NDAR) of the lot, the land must be transferred to Council at no cost;
- Less than 2.99% of the NDAR of the lot, the land must be transferred to Council at no cost, and a cash contribution must be made to Council to bring the total contribution to a value of 2.99% NDAR; and
- Greater than 2.99% of the NDAR of the lot, the land must be transferred to Council at no cost to Council.

Council will pay an amount to the permit applicant equivalent to the value of the land provided in excess of 2.99% NDAR, but no greater than the difference between 2.99% NDAR and the amount of land shown as a community park on [Plan 5 Future Urban Structure](#).

Where a subdivision is staged, the responsible authority may agree to the release of one or more stages where the open space is in a future stage.

The value of land for equalisation purposes is to be assessed as an equivalent proportion of the value of the whole land, and in accordance with Sections 18a and 19 of the *Subdivision Act 1988*.

R45 Where a permit applicant proposes, and the responsible authority agrees, to provide unencumbered public open space in addition to that shown on [Plan 14 Open Space Systems](#) and [Table 9 Open Space Delivery Guide](#), the land and embellishment must be provided at the development proponent's cost. The additional unencumbered public open space shall not be included nor affect the equalisation scheme.

R46 Above ground utilities (such as electricity substations, kiosk and sewer pumps) must not be located within any community parks or sports (active) reserves, unless otherwise agreed by the responsible authority.

GUIDELINES

G42 Open spaces should be designed to promote a sense of place and cater for users of all genders, ages, abilities, and cultures by providing opportunities to interact in structured and unstructured recreational activities.

T9. OPEN SPACE DELIVERY GUIDE

PARK REF	AREA (HA)	TYPE	LOCATIONAL ATTRIBUTES	DELIVERY RESPONSIBILITY
CP01	0.5 ha	Local Community Park	This park is located at the intersection of Evans Road and the conservation interface street adjacent to Cowies Creek boundary. It is serviced by the street network and recreational transport links. The park will benefit from views into the Cowies Creek valley, offer an attractive resting point for pedestrians and cyclists and serve as a passive recreation space for surrounding residents.	Development proponent
CP02	1.973 ha	Local Community Park	This park is located adjacent to the Coolangatta Homestead. It will provide passive recreation opportunities and strong views in most directions. Detailed designs should consider how the extensive views can be captured. The design of the park should integrate with the significant heritage building.	Development proponent
CP03	0.5 ha	Local Community Park	This park is located in the northern east corner, adjacent to the Cowies Creek Conservation area boundary.	Development proponent
CP04	0.5 ha	Local Community Park	This park is north of the waterway drainage corridor on Property 13.	Development proponent
CP05	0.5 ha	Local Community Park	This park is in close proximity to the waterway drainage corridor north of Avonlea Road.	Development proponent
CP06	0.296 ha	Town Square	Located on the southern side of the Pedestrian Street and adjoining the CCB to the east is the NAC town square. This park will provide an important civic programming and community gathering function for commercial/retail users, workers and residents.	Development proponent
CP07	1.0 ha	Local Community Park	This park will predominately service the south-west of the precinct. It is located opposite the proposed government primary school surrounded by residential areas. It is connected to the precinct's recreational transport link network to connect with surrounding areas, ensuring broad accessibility.	Development proponent
CP08	1.0 ha	Local Community Park	This park will predominately service the residential area in the south-east.	Development proponent
SR01	3.25 ha	District Sports Reserve	This land will allow for the western expansion of Myers Reserve. A shared path connects to the road reserve north of Myers Reserve. It will provide district level passive components (play &/or informal recreation infrastructure) promoting activation, community usage of the sports reserve and physical activity.	City of Greater Geelong
SR02	8.644 ha	District Sports Reserve	This district reserve is located in the north-west and is bound by the CCB, a connector road, and a waterway drainage corridor. The site is connected to the precinct's active transport	City of Greater Geelong

PARK REF	AREA (HA)	TYPE	LOCATIONAL ATTRIBUTES	DELIVERY RESPONSIBILITY
			network with north-south and east-west links making it highly accessible. The reserve is close to the potential non-government school. It will provide district level passive components (play &/or informal recreation infrastructure) promoting activation, community usage of the sports reserve and physical activity.	

3.3 ENERGY & TECHNOLOGY

3.3.1 SUSTAINABLE ENERGY & ZERO CARBON

Communities in the precinct will be planned and designed to achieve a zero operational carbon footprint.

Applicants will be required to demonstrate how lot design, building design and renewable energy sources, combined with fully electric (no gas network) subdivisions, can contribute towards achieving zero operational carbon neighbourhoods.

Zero Carbon initiatives are voluntary at the planning permit stage.

P15. UTILITIES, ENERGY & TECHNOLOGY

REQUIREMENTS¹⁰

R47 The location of proposed trunk infrastructure must be in general accordance with [Plan 15 Utilities, Energy & Technology](#) and [Plan 21 Sewer Infrastructure](#), unless otherwise agreed by the relevant authority.

R50 Above ground utilities (such as electricity substations, kiosk and sewer pumps) must be located to ensure effective integration with the surrounding neighbourhood and to minimise amenity impacts, all to the satisfaction of the responsible authority and relevant authorities.

R51 A Functional Layout Plan, if required as a condition of permit, must be submitted to and endorsed by the responsible authority. The plan must show the locations of the following infrastructure, including but not limited to:

- Underground services;
- Vehicle crossovers;
- Street lights;
- Street trees (including root growth zones to achieve the relevant canopy cover and relevant passive irrigation detail);
- Future bus stops and/or other public transport facilities;
- Bicycle parking infrastructure (e.g., bicycle racks);
- Shared pedestrian and bicycle paths;
- All local traffic management items;
- Utility installations on or adjacent to public reserves; and

The cross sections must also nominate above and below ground placement of services, streetlights, and trees and passive irrigation.

Where relevant, any smart city infrastructure to be provided in accordance with the *NWGA Smart City Technical Specifications* (2022) or as amended must be shown.

R52 All new electricity supply infrastructure and existing above ground electricity cables (excluding substations and cables with voltage of 66 kV or greater) must be placed underground as part of subdivision works and upgrades to existing roads.

GUIDELINES¹¹

¹⁰ R48 and R49 were deleted prior to notice being given of the November 2025 public consultation draft.

¹¹ G46 was deleted prior to notice being given of the November 2025 public consultation draft.

- G43** The design and placement of utilities and services should be in general accordance [Appendix 6 - Table 24 Services Placement Guidelines](#) and demonstrate how the relevant requirements and guidelines from [Section 3.6.1 Urban Greening](#) in this PSP are met, all to the satisfaction of the relevant authorities.
- G44** Above ground utilities should be located outside of key view lines and be screened.
- G45** Opportunities for alternative infrastructure and utility delivery models that achieve best practice ESD and support the development of zero operational carbon neighbourhoods are encouraged.
- G47** Provision of neighbourhood scale battery storage and virtual power plants to store and utilise excess renewable energy produced within the precinct is strongly encouraged.
- +G-G** An application for subdivision or building and works (whichever comes first) should be accompanied by a Zero Carbon Operational Energy Plan which demonstrates how the subdivision or works supports the development of a zero carbon operational energy precinct through consideration of, but not limited to:
- Subdivision and infrastructure design.
 - Lot and neighbourhood scale renewable energy generation and storage.
 - Green energy power purchasing agreements.
- Infrastructure proposed to manage and monitor energy loads.
- +G-H** Any non-residential subdivision or development within the PSP should not connect to any existing or future reticulated gas networks.

3.3.2 SMART CITIES

The precinct will use smart city infrastructure to monitor and assess the precinct's sustainability performance, support and enable the adoption of smarter and cleaner technologies, and help monitor and manage local assets and services to allow for forward planning and improved decision-making.

The PSP seeks to encourage the provision of base infrastructure required for smart technologies is provided at subdivision, to enable the cost-effective installation of smart technologies in the future.

Innovative approaches to sustainable transport that support climate resilience and reduce greenhouse gas emissions will be encouraged.

P16. SMART CITIES & DIGITAL CONNECTIVITY

REQUIREMENTS

- R53** Any proposed smart city infrastructure must in accordance with the NWGGA Smart City Technical Specifications (2022) or as amended, and [Plan 16 Smart Cities & Digital Connectivity](#), to the satisfaction of the responsible authority.

This includes but is not limited to the design and placements of conduit lines, branches and pits, LoRAWAN Gateways and smart street poles as shown on [Plan 16 Smart Cities & Digital Connectivity](#).

- R54** Any proposed smart infrastructure (both above and below ground) as shown on [Plan 16 Smart Cities & Digital Connectivity](#) must integrate into the public realm and natural landscape.

The infrastructure must not detract from visual amenity of the public realm or inhibit convenient pedestrian and vehicular connections and accessibility.

Infrastructure must be designed in a way that its maintenance does not impact pedestrian or vehicular traffic or other infrastructure.

GUIDELINES

- G48** Where possible, telecommunications conduits should be co-located with other utility infrastructure, such as electricity, to optimise use of underground space, to the satisfaction of the responsible authority.
- G51** Road design, line markings, traffic signs and other road infrastructure should, where practical meet best practice standards for autonomous vehicles including shuttle services, in accordance with the *NWGGA Smart City Technical Specifications* (2022) or as amended.
- G52** Variations in pavements and landscaping should use contrasting patterns to assist vision impaired persons to easily navigate the area, aid computer machine vision, and provide future opportunity for robots, and autonomous vehicles to easily navigate the area.
- G53** All pits and cabinets of utilities in the precinct should have adequate space for Internet of Things (IoT) sensors to the satisfaction of the responsible authority and other relevant authorities.

- G54** Smart infrastructure should be serviced by in situ renewable energy generation and storage, such as solar PV and batteries, where possible.
- G55** An application for non-residential subdivision or building and works exceeding 5,000 square metres gross floor area (GFA) should provide:
- EV charging infrastructure and signage installed for at least 5% of all off-street parking.
 - At least 20 percent of off-street car parking spaces (or at least one space) that are capable of supporting the provision of an appropriate moderate speed EV charging outlet, and appropriate EV infrastructure and cabling to ensure peak demand is managed.
- +G-I** Where possible, telecommunications conduits should be co-located with other utility infrastructure, such as electricity, to optimise use of underground space, to the satisfaction of the responsible authority.

3.4 BIODIVERSITY & THREATENED SPECIES

The PSP will protect and enhance habitat values of the Cowies Creek Conservation Area including the Growling Grass Frog (*Litoria raniformis*), listed as Vulnerable under the EPBC Act, Adamson's Blown-grass (*Lachnagrostis adamsonii*), listed as endangered under the EPBC Act, and the Ecological Vegetation Classes Creekline Grassy Woodland and Plains Grassland present in the conservation area. The PSP also includes areas of Plains Grassland EVC.

The conservation area will be managed for the primary purpose of improving biodiversity values but also serve as a place of learning and cultural awareness.

All native vegetation within the precinct, including the native vegetation within the Cowies Creek Conservation Area will be retained or permitted for removal through the Creamery Road NVPP.

P17. BIODIVERSITY & THREATENED SPECIES

REQUIREMENTS¹²

- R56** The Cowies Creek Conservation Masterplan Area as shown in [Plan 17 Biodiversity & Threatened Species](#) and identified in [Table 10 Conservation Area Attributes](#) must be created and managed in accordance with the following documents:
- Approvals under the EPBC Act 1999;
 - NWGGA Biodiversity Conservation Strategy;
 - Creamery Road Native Vegetation Precinct Plan (June 2024);
 - Cowies Creek Landscape Masterplan (June 2024) or as amended; and
 - Any approved Cowies Creek Growling Grass Frog Conservation Management Plan or as amended.
- R57** Applications for development and/or subdivision on land within the Cowies Creek Masterplan Area as shown on [Plan 17 Biodiversity & Threatened Species](#) must have regard to the Cowies Creek Landscape Masterplan (June 2024) or as amended.
- R58** Works including earthworks, paths, in-stream pools, ephemeral soaks and street furniture within the Cowies Creek Masterplan Area as shown in [Plan 17 Biodiversity & Threatened Species](#) must be generally in accordance with [Plan 18 Cowies Creek Landscape Plan](#) and have regard to the Cowies Creek Growling Grass Frog Conservation Management Plan, to the satisfaction of the responsible authority
- R59** Public lighting must be designed and baffled to prevent light spill and glare within and adjacent to the Cowies Creek Masterplan Area, unless otherwise agreed in writing by the responsible authority.
- R61** All infrastructure, including additional drainage assets, and all utility services must be located outside of the Cowies Creek Conservation Area unless consistent with the Strategic Assessment or other relevant approval under EPBC Act 1999 and agreed to by the responsible authority.

¹² R60 was deleted prior to notice being given of the November 2025 public consultation draft.

- R62** Infrastructure located within the Cowies Creek Conservation Area must be designed and located in accordance with the Strategic Assessment or any other relevant approval under the EPBC Act, and generally in accordance with the Cowies Creek Worneenanyook Landscape Masterplan (June 2024) and agreed to by the responsible authority.
- R63** Community parks, drainage corridors, waterway corridors, utilities easements and other public open spaces, including encumbered open spaces must be designed to:
- Protect and enhance biodiversity values and protect the conservation area from unplanned entry;
 - Provide flexible recreational opportunities;
 - Provide habitat enhancement for rare and threatened species as documented in the EHP existing conditions report, WWGA Cowies Creek Conservation Area, Growling Grass Frog Conservation Management Plan, NWGGA Biodiversity Conservation Strategy or superseding document or standard as updated, or any other relevant approval under the EPBC Act 1999; and
 - Respond to and acknowledge Aboriginal cultural values as appropriate; all to the satisfaction of the responsible authority.
- R64** Prior to the commencement of works on land adjacent to the Cowies Creek Conservation area, wetlands for the Growling Grass Frog must be constructed as per the habitat creation and timing recommendations in the *WWGA Cowies Creek Conservation Area, Growling Grass Frog Conservation Management Plan*, and any relevant approval under the EPBC Act 1999, unless otherwise approved in writing by the responsible authority.

GUIDELINES

- G56** Vegetation should be retained and protected where possible to provide habitat and movement corridors for local fauna and contribute to the character and amenity of the precinct.
- G57** Where community access to the Cowies Creek conservation area is possible, the access should be sensitively designed to protect the primary conservation and landscape values of the area.
- G58** Landscaping and embellishment of public open spaces should contribute to habitat for fauna.

T10. CONSERVATION AREA ATTRIBUTES Sb. 7 and 15 request changes – pending.

AREA (HA)	TYPE	ATTRIBUTES	DELIVERY RESPONSIBILITY
40.6	Local Conservation Reserve	The landscape character consists of a narrow waterway that weaves through rolling grassed hills. There are limited trees within the creek corridor, its vegetation mostly consists of low grasses and reed species. The primary function of the land is to serve as a conservation area for the Growling Grass Frog, listed as Vulnerable under the EPBC Act 1999 and local biodiversity. Conservation will be separated from any development by a combination of edge roads, local parks, recreational transport links and drainage assets.	City of Greater Geelong Council together with the development proponent.

P18. COWIES CREEK LANDSCAPE PLAN

3.5 INTEGRATED WATER MANAGEMENT

Integrated water management (IWM) will help create a network of enhanced and thriving natural environments and waterways that connect neighbourhoods and residents and provide access to nature.

The City and water authorities will support and work collaboratively with development proponents to achieve best practice stormwater management and water sensitive urban design which delivers highly functional amenity places.

Blue-green infrastructure, including constructed waterways, will be delivered to create high quality streetscapes and other accessible open spaces. Cowies Creek will be protected from the adverse impacts of stormwater to ensure that its overlapping hydrological, geomorphological, ecological and cultural values are protected.

The PSP seeks to provide recycled water to all dwellings and passive irrigation of street trees and open spaces. Stormwater will be captured through detention and retarding basins and protect flows to Cowies Creek and local tributaries.

Both the natural ephemeral tributary to Cowies Creek and constructed waterways will convey treated stormwater to Cowies Creek and be restored to provide habitat for native flora and fauna.

P19. INTEGRATED WATER MANAGEMENT

P20. POTABLE & RECYCLED WATER INFRASTRUCTURE

P21. SEWER INFRASTRUCTURE

REQUIREMENTS

R65 Trunk infrastructure for potable water infrastructure, sewer and recycled water infrastructure must be placed along the general alignments illustrated on [*Plan 20 Potable & Recycled Water Infrastructure*](#) and [*Plan 21 Sewer Infrastructure*](#) or as otherwise agreed to by relevant authorities.

R66 All lots must be connected to:

- A safe and reliable potable water supply and sewerage services; and
- A reticulated recycled water system to provide for the supply of recycled water from a suitable scheme for toilet flushing, washing machine use and outdoor use including lawn and garden watering.

Where a reticulated recycled water supply system is not available, a lot must be connected to a rainwater tank of minimum 2kL for toilet flushing and garden watering or an alternative grey water recycling system to the satisfaction of the responsible authority and Barwon Water.

R67 Stormwater conveyance and treatment assets must be located generally in accordance with *Plan 19 Integrated Water Management* and designed generally in accordance with the Infrastructure Design Manual (IDM) and the Creamery Road Development Services Scheme (DSS), or subsequent drainage management plan, so as to comply with Clause 53.18 of the Planning Scheme, to the satisfaction of the responsible authority.

Where development staging does not provide for the delivery of ultimate infrastructure for stormwater conveyance and treatment, development proposals must demonstrate how any interim solution can adequately manage and treat stormwater and construction sediment prior to discharge from the development, how the interim solution responds in so far as reasonably practicable to EPA document 1739.1 (Urban Stormwater Management), and how the interim solution will not prejudice the delivery of the ultimate DSS asset, to the satisfaction of the responsible authority.

R68 The final layout and design of stormwater infrastructure, including but not limited to any DSS asset, and associated paths, boardwalks, bridges, and planting, must be designed to include appropriate measures to mitigate the risk of erosion, having regard to relevant guidance publications prepared by the EPA, including EPA publication 1739.1 (Urban Stormwater Management) to the satisfaction of the responsible authority.

R69 Alternative stormwater management responses to those presented in [Plan 19 Integrated Water Management](#) and the DSS must be to the satisfaction of the responsible authority and must demonstrate that:

- All applicable legislative and policy requirements are met;
- Any alternate stormwater management proposal responds to state targets for quantity and quality management outlined in EPA document 1739.1 (Urban Stormwater Management);
- Any alternate stormwater management proposal maintains the overall stormwater quality set by the DSS for the Creamery Road Precinct;
- The staging of development as outlined in the PSP is not negatively impacted; and
- Net community benefit is demonstrated whereby the overall stormwater management benefits outweigh the disbenefits.

Alternative stormwater management responses must:

- Be at least cost neutral without compromising satisfaction of legislative and policy requirements (including State targets for quantity and quality management of stormwater); and
- Integrate and connect with the public realm including activity centres, community infrastructure and the open space network, as practicable.

Alternative stormwater management responses must not be placed in any existing and/or proposed open space areas.

R70 The Stormwater Water Management Plan submitted as part of the application must:

- Demonstrate that stormwater flows and quality are maintained to pre-development levels in conservation areas as specified and anticipated in the DSS;
- Meet State and Federal requirements and approvals for altered flows to support the ecological values of the Cowies Creek catchment (including its existing tributaries, billabongs and ephemeral systems) and the design, location and placement of stormwater infrastructure must be generally in accordance with [Plan 19 Integrated Water Management](#) and the Strategic Assessment or any other approval under the EPBC Act;
- Demonstrate compliance with the staged delivery of ultimate drainage infrastructure generally in accordance with the DSS and include the provision, staging and timing of stormwater drainage infrastructure;
- Assess the existing surface and subsurface drainage conditions on the site;
- Nominate the location, type and surface area (m²) of proposed WSUD treatment systems, including how each internal sub-catchment area is to be treated and connected to a WSUD element, e.g. road surfaces to passively irrigate open space/street trees, and/or treated via tree pits, biofilters, wetlands;
- Include modelling of all stormwater assets and WSUD infrastructure, including a summary of model parameters used, justification where appropriate and results, as

well as a copy of all MUSIC model files (*.sqz) with corresponding MUSIC Auditor reports showing compliance to water quality targets specified in the DSS for the Creamery Road Precinct;

- WSUD design and MUSIC Modelling parameters are to be generally consistent with the City of Greater Geelong Design Note 3; and
- Address how the application supports the outcomes of the *Northern and Western Geelong Growth Areas Integrated Water Management Plan* (City of Greater Geelong, Barwon Water, 2021).

R72 Water use efficiency must be optimised in the design of streets and open spaces through passive irrigation methods with the landscape (topography, natural overland flow paths) to ensure the long term viability of vegetation, to the satisfaction of the responsible authority.

R73 Street trees and canopy trees at street level must be passively irrigated through an appropriate WSUD solution:

- within open spaces and car parking areas; and
- where practicable, in all other areas of the precinct, to the satisfaction of the responsible authority.

R74 The layout and design of waterways, wetlands and retarding basins (including the design of paths, bridges and boardwalks, and the stormwater drainage system) must integrate with biodiversity and natural systems to the satisfaction of relevant authorities.

R75 An application to develop and/or subdivide land within any areas identified as 'Investigation area (subject to stormwater and geotechnical assessment)' as shown on [Plan 19 Integrated Water Management](#), or which is identified as untreated for drainage in the DSS must be accompanied with a drainage catchment and water quality treatment assessment as part of the stormwater strategy proposal that will achieve performance consistent with the DSS outcomes.

R76 The waterway corridor reserve for EW-01 and WW-01 (as shown on [Plan 19 Integrated Water Management](#)) must be ecologically rehabilitated, in accordance with local EVC characteristics with habitat features such as stags, rock or hollow logs and bushfire requirements for grassland classification.

GUIDELINES

G59 Drainage and stormwater assets should be designed and incorporated into the overall street or path network as a visual feature and complement and build on the existing landscape features of the precinct to the satisfaction of the responsible authority.

G60 Where practical, and where primary waterway, open space and conservation functions are not adversely affected, IWM initiatives should be co-located with the precinct open space and recreation network.

G61 Sewer and recycled water infrastructure should be generally in accordance [Appendix 6 - Table 24 Service Placement Guidelines](#), to the satisfaction of relevant authorities.

+G-? Permeable pavements should be used for carparks and footpaths outside of the road reserve and, where practicable, within the road reserve.

T11. INTEGRATED WATER MANAGEMENT ASSET SUMMARY

ASSET ID	TYPE	RESPONSIBILITY	AREA (HA)
WLRB01 (DI_DR_01)	Sediment Basin with Wetland	City of Greater Geelong	5.479
WLRB02 (DI_DR_02)	Sediment Basin with Wetland	City of Greater Geelong	3.580
WLRB05 (DI_DR_05)	Sediment Basin with Wetland	City of Greater Geelong	3.371
WLRB06 (DI_DR_06)	Sediment Basin with Wetland	City of Greater Geelong	1.826
SBRB07 (DI_DR_07)	Sediment Basin	City of Greater Geelong	1.603
WLRB08 (DI_DR_08)	Sediment Basin with Wetland	City of Greater Geelong	1.406
SBRB9 + Bio2 (DI_DR_09)	Sediment Basin with Bioretention System	City of Greater Geelong	0.871
WW01 (DI_DR_10)	Existing Waterway	City of Greater Geelong	1.172
WW02 (DI_DR_11)	Existing Waterway	City of Greater Geelong	0.908
EW01 (DI_DR_12)	Ephemeral Waterway	City of Greater Geelong	1.917
GPT-01 (DI_DR_13)	Gross Pollutant Trap 1	City of Greater Geelong	2.7
GPT-02 (DI_DR_14)	Gross Pollutant Trap 2	City of Greater Geelong	4.0

Council adopts evidence in principle.

Note: For local untreated areas, the responsibility for stormwater treatment consistent with the drainage strategy sits with the developer and is subject to a stormwater management plan under Requirement 70 at the developer's cost.

3.6 CLIMATE RESILIENT COMMUNITIES

The PSP considers present and future risks presented by climate change and recognises the need to reduce exposure and vulnerability to climate related extreme weather events such as heatwaves, drought, bushfires and flooding.

The PSP includes a range of measures to embed community resilience and enable climate responsive outcomes.

3.6.1 URBAN GREENING¹³

The PSP seeks to achieve a minimum 30% canopy coverage across the precinct. This aim is supported by localised minimum canopy cover targets for various land uses, and will contribute to the achieving the canopy target set out in the Framework Plan and the City's Urban Forest Strategy.

REQUIREMENTS¹⁴

R77 Trees nominated to have critical and high retention value (as shown on [Plan 17 Biodiversity and Threatened Species](#)) must be retained within open spaces, road reservations or other public space with Tree Protection Zones applied in accordance with AS 4970-2009.

R78 Permit applications for development and/or subdivision must achieve the localised minimum canopy coverage stipulated by [Table 12 Canopy Coverage Requirement by Land Use](#) as part of the development's overall contribution to the 30 per cent canopy target for urban areas specified in Clause 12.06-1S (Urban forests).

The canopy cover requirements must be calculated in accordance with Clause 52.37 (Canopy trees) of the Greater Geelong Planning Scheme.

R79 Street trees must be provided on both sides of all roads and streets (excluding laneways) at regular intervals appropriate to tree size at maturity and not exceeding the average intervals below unless otherwise approved by the responsible authority.

AVERAGE	TREE SIZE
8 – 10m	Small Trees (less than 10m canopy)
10 – 12m	Medium Trees (10m to 15m canopy)
12 – 15m	Large Trees (larger than 15m canopy)

R80 Street tree planting must use locally appropriate species and be consistent with any guidance provided on the relevant cross section within this PSP and [Appendix 7.2 – Table 26 Example Tree Species List](#) unless otherwise approved by the responsible authority.

R81 The location, placement and species of canopy trees must enable the bushfire vegetation classifications, as shown on [Plan 23 Bushfire Resilience](#) to be achieved and maintained.

R83 Canopy trees provided in streets and public areas must:

¹³ [P22. Canopy cover & tree retention](#) was deleted prior to notice being given of the November 2025 public consultation draft.

¹⁴ R82 was deleted prior to notice being given of the November 2025 public consultation draft. R84 was deleted in Day 0 version.

- Be suitable for local conditions;
- Be planted into soil within all nature strips and road verges in accordance with Australian Standard AS4419- 2018 for Landscape Soils.
- Be planted in zones of modified and improved soil (such as structural soil), in accordance with Appendix 1 of Code of Practice, Management of Infrastructure in Road Reserves, Road Management Act 2004.
- Combine existing soil/bases to support tree establishment. The subsoil must be cultivated to the following depths:
 - a minimum depth of 400mm for small to medium sized trees.
 - a minimum depth of 800mm (or unless otherwise agreed by the responsible authority) for large trees.

Comprise a mix of native and exotic, flowering and nonflowering species, and incorporate fire wise tree species as determined by the *CFA guidelines Landscaping for Bushfire Garden Design and Plant Selection* (June 2021) or as amended, as appropriate.

T12. CANOPY COVERAGE REQUIREMENT BY LAND USE

LAND USE AS PER FUS	LOCALISED MINIMUM CANOPY COVERAGE*	SITE AREA THE CANOPY IS TO BE CALCULATED ACROSS
Drainage Corridors	10%	Centreline of abutting roads and/or parcel boundaries where appropriate
Drainage Reserves	10%	Site Boundary
Education Facilities (including Existing School)	25%	Centreline of abutting roads
Community Facility (Early Years & Community Hub)	20%	Centreline of abutting roads
Active (Sports) Reserve (including Existing Myers Reserve)	15%	Centreline of abutting roads
Community Parks	35%	Centreline of abutting roads
Activity Centre (NAC)	15%	Centreline of abutting roads
Residential (CRA, MUIDA, NAC IDA and IDA)	20%	Centreline of abutting roads
Carparking (non-residential)	25% + 15% understory planting	Extent Boundary

The following apply:

- Any trees which are retained by the proposal are counted towards the canopy coverage requirements.
- The diameter of a tree at maturity included in the calculation of tree canopy coverage in [Table 12 Canopy Coverage Requirement by Land Use](#) must be no less than 3m.
- Street trees existing or proposed within the site area are counted towards the land use based canopy

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- cover requirement.
 - Only trees contained within private land which serves as part of the public realm count towards the minimum canopy target by land use. Examples of such spaces are car parking areas, school grounds, public open spaces and land managed by body-corporate entities (or similar).

GUIDELINES

- G62** Tree species selection should be varied and based on the specimen's ability to easily establish and achieve their genetic potential in the local climate.
- The use of fire wise tree species as determined by the *CFA guidelines Landscaping for Bushfire Garden Design and Plant Selection* (June 2021) or as amended, is encouraged.
- G63** Tree species utilised on roads adjacent to the Cowies Creek Conservation Area should support and enhance the biodiversity values of the conservation area.
- G64** Tree planting should maximise the shading of paved surfaces.
- G65** Feature street trees should be selected where appropriate to serve as local landmarks and define key nodes, the activity centre, park frontages, and key intersections and entrances.
- G66** Where practical, trees nominated to have moderate retention value should be retained within open spaces, road reservations or other public space with Tree Protection Zones applied in accordance with AS 4970- 2009.

3.6.2 BUSHFIRE RESILIENCE¹⁵

The PSP will ensure that bushfire hazards are identified and that appropriate protection measures are implemented in the layout and design of the local street network, subdivisions and buildings and works.

P23. BUSHFIRE RESILIENCE

REQUIREMENTS

R86 Vegetation within the Cowies Creek Conservation Area, waterway corridor and drainage assets must be managed in accordance with Clause 52.02-5, or at a standard which achieves a lower bushfire hazard classification in accordance with AS3959 2018 (or as amended) prior to the land being vested to the City.

All vegetation within and external to the Creamery Road precinct boundary must be established and managed in accordance with [Table 13 Creamery Road Precinct Bushfire Vegetation Classifications](#), or to achieve a lower bushfire threat.

R89 Vegetation located within any defensible space must be consistent with Table 4 to Clause 53.02 or otherwise agreed in writing by the responsible authority and relevant fire authority.

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R90 Subdivision and development directly adjoining a bushfire hazard area must include a perimeter road or other appropriate treatment unless otherwise agreed by the responsible authority and relevant fire authority.

GUIDELINES

G69 Landscape design and plant selection in open spaces, including waterways and drainage corridors should not increase bushfire risk, to the satisfaction of the responsible authority and relevant fire authority.

G70 Subdivision design should include a network of streets that provide multiple evacuation routes away from Bushfire Hazard Areas into urban areas identified as low risk.

¹⁵ R85, R87, G67, G68, and [T14. Vegetation classifications of bushfire hazard areas & setbacks for habitable buildings to achieve BAL 12.5](#) were deleted prior to notice being given of the November 2025 public consultation draft.

3.7 CIRCULAR ECONOMY

Waste minimisation, reuse and recycling will be implemented in the construction phases and development of new neighbourhoods to fulfil the City’s strategic goal of zero waste to landfill.

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

The submission of a statement responding to circular economy provisions pursuant to the provisions of the Urban Growth Zone is a mandatory requirement though the inclusion of any commitments in that statement is voluntary.

GUIDELINES¹⁶

- +G-J** Development should consider circular economy principles, such as the use of, but not limited to:
- Existing built form or other infrastructure where reuse is feasible.
 - Recycled content in:
 - road construction materials, including road base and asphalt wearing course.
 - concrete for footpaths, shared paths, cross overs, kerb and channel. – drainage infrastructure including pipes (concrete and flexible) and drainage pits.
 - street furniture.
 - Locally sourced landscaping materials.
 - Certified low volatile organic compound products.
 - Timber that is certified by the Forest Stewardship Council or Program for the Endorsement of Forest Certification.

¹⁶ R91 was replaced by +G-j prior to notice being given of the November 2025 public consultation draft.

3.8 DELIVERY

The PSP will ensure the early delivery of key local and state infrastructure to support the development of liveable and well-connected communities.

P24. PRECINCT INFRASTRUCTURE

3.8.1 SUBDIVISION WORKS

REQUIREMENTS¹⁷

R92 Subdivision of land within the PSP must provide for all local infrastructure, other than that provided for within the Creamery Road DCP, including (but not limited to):

- Roads and streets including:
 - Connector roads and local streets.
 - Internal loop roads and service roads that abut arterial roads.
- Local bus stop infrastructure (where locations have been agreed in writing by Department of Transport and Planning).
- Landscaping of all existing and future roads and local streets.
- Intersection works and traffic management measures along arterial roads, connector streets, and local streets (except those included in the DCP).
- Fencing and landscaping, including along arterial roads, including, where required, any noise mitigation measures such as acoustic fences or barriers.
- Recreational transport links (shared pedestrian and bicycle paths) along local arterial roads, connector roads, streets and within local parks including bridges, intersections, and barrier crossings.
- Community parks
- Bicycle parking facilities as required in this PSP.
- Basic improvements to local reserves and open space (refer to R86 below with regards to open space delivery).
- Local drainage system where required.
- Construction of culverts for waterway crossings of all connector streets and local streets.
- Local street or pedestrian path crossings of waterways and the electricity transmission line easement unless included in the DCP or outlined as the responsibility of another agency in the Precinct Infrastructure Plan.
- Infrastructure as required by utility service providers including water (potable and recycled water tapping for potential open space), stormwater, sewerage, drainage (except where the item is funded through a Development Services Scheme), electricity and telecommunications.

All to the satisfaction of the responsible authority.

R93 All encumbered and unencumbered public open space (where not provided via the Creamery Road DCP) must be designed and developed to a standard that satisfies the requirements of the responsible authority prior to the transfer or vesting of the public open space, including:

- Removal of all existing and disused structures, foundations, pipelines and stockpiles.
- Basic levelling and spread of minimum 100mm topsoil and subsoil if required on the proposed areas of open space to provide a stable free draining surface.

¹⁷ R96 was deleted prior to notice being given of the November 2025 public consultation draft.

- Clearing of rubbish and environmental weeds and rocks, levelled, topsoiled and grassed with Warm climate grass (unless conservation reserve requirements dictate otherwise).
- Provision of water tapping, potable and/or recycled water connection points (where available).
- Provision of sewer and electricity connection points as required within the road reserve on the boundary of all proposed sports reserve and community parks.
- Canopy trees and other plantings.
- Soil preparation for new tree planting to a depth of 400- 500mm.
- Construction of minimum 1.8m wide pedestrian paths outside the perimeter of the reserve, connecting and linking into any other surrounding paths or points of interest.
- Protection of trees that are to be retained including exclusion zones as appropriate.
- Vehicular exclusion devices (landscape treatments, fences, bollards or other suitable methods) and maintenance access points.
- Installation of park furniture and recreation infrastructure to support these facilities consistent with the type of public open space listed in [Appendix 4 - Table 22 Open Space Delivery Requirements](#).

Mitigation of risks associated with landslide susceptibility in accordance with AGS 2007.

R94 Sports (active) reserves as identified in [Table 15 Precinct Infrastructure](#) must be transferred to or vested in the relevant authority in the following conditions, including but not limited to:

- Free from surface and/or protruding rocks, structures and contaminated soil.
- Reasonably graded and/or top soiled to create a safe and regular surface with a maximum 1:6 gradient.
- Seeded and top-dressed with drought-resistant grass in bare, patchy and newly graded areas.

Provision of sewer, telecommunications, electricity, potable and recycled water (if available) connection points to reserve boundaries in consultation with the responsible authority.

R95 Any conservation area to be transferred to or vested in the relevant authority must be done so in a standard that satisfies the requirements of that authority. Works required prior to the transfer include, but may not be limited to:

- Site amelioration works, such as rubbish removal, demolition of existing structures, removal of old fence lines, foundations, pipelines, farm dams or stockpiles;
- Pest plant and animal eradication as appropriate;
- Repairs to and stabilisation of any existing structures to be retained onsite if appropriate; and
- Any fencing required to ensure the safety of the public.

Any works carried out must be consistent with any relevant CHMP, the Cowies Creek Conservation Management Plan and other relevant approvals.

R97 All infrastructure including roads, utilities and drainage infrastructure located within the PSP must be designed to prevent the impacts of earthworks (including stockpiles) on the health and viability of vegetation retained as per the NVPP and be supported with appropriate plans that define and set appropriate protection zones throughout all subdivisional works.

3.8.2 DEVELOPMENT STAGING

P25. INFRASTRUCTURE & DEVELOPMENT STAGING **Sb. 15 requests** deletion – under consideration.

REQUIREMENTS

R98a Development staging must ensure that the CCC/CCB (when located in the planning permit area) is delivered within the earliest practicable stages of the development.

R98b Subject to the provisions of R100, development staging of infrastructure must be generally in accordance with [Table 15 Precinct Infrastructure](#) to the satisfaction of the responsible authority.

R99 Subject to the provisions of R100, development and subdivision staging must provide for the delivery of:

- Drainage assets, including ultimate waterway and stormwater drainage infrastructure including stormwater retardation, treatment, harvest and use;
- Intersections of the CCC/CCB, connector streets and arterial roads;
- Connector streets, bridges/culverts and pedestrian culverts;
- Street links between properties, constructed to the property boundary;
- Recreational transport links and other path networks; and
- Community infrastructure, sports fields and other open spaces.

All to the satisfaction of the responsible authority.

R100 Where the development proponent seeks to proceed with delivery of an interim solution or asset, all the following criteria must be met as appropriate:

- The asset must not constrain nor prejudice the ultimate delivery of any other development or other infrastructure within the precinct nor constrain the sequencing and viability of other staging areas;
- It must not constrain nor prejudice the ultimate use of the land nor impact on the provision trigger for the use as defined in the PSP and DCP, on which the temporary asset is located;
- It must be demonstrated that the construction of the ultimate infrastructure is not practicable and the temporary infrastructure is required to service development;
- That part of the land on which the asset is located must be reinstated to a condition commensurate with the intended ultimate use of the land;
- The asset must be delivered through an agreement made under Section 173 of the Planning and Environment Act 1987, or another suitable measure as agreed to by Council, and the proposal must comply with the best practice requirements of the ultimate infrastructure;
- All costs of the temporary infrastructure must be fully funded by the proponent; and
- The asset must be contained to land owned by the proponent, or land subject to an evidenced agreement with the proponent, or the land on which the ultimate infrastructure is proposed and must not be located on land nominated for future public use such as community, education facilities, and open space, all to the satisfaction of the responsible authority. all to the satisfaction of the responsible authority.

This does not apply to the delivery of the CCC where the ultimate infrastructure must be provided.

R101 Development and subdivision staging, including the delivery of interim assets, must prioritise key road and servicing connections to adjoining properties to minimise fragmented development fronts and an over reliance on temporary servicing or circuitous road connections, to the satisfaction of the responsible authority.

- R102** Infrastructure projects identified in *Plan 24 Precinct Infrastructure* must be delivered in accordance with the timing priority identified in the timing column of *Table 15 Precinct Infrastructure* unless supported by written confirmation from all relevant authorities and agencies to ensure that the development proposed does not compromise the delivery of the ultimate infrastructure required, nor the capacity for other developments
- R103** Community parks, sports (active) reserves, drainage corridors, waterway corridors and other public open spaces, including encumbered open spaces, must be delivered together with a stage containing residential lots, unless otherwise agreed by the responsible authority.

GUIDELINES

- G71** Subdivision and/or development applications should demonstrate:
- How the proposal integrates with adjoining developments, through the timely provision of connecting roads and walking/cycling paths;
 - How community parks will be provided in the early stages of the development;
 - How sealed road access will be provided to each new allotment; and
 - How any necessary trunk service extensions will be delivered, by the development proponent or the relevant authority, including confirmation of the agreed approach and timing by the relevant service provider.
- G72** Development staging should ensure:
- Safe pedestrian links to activity centres, community facilities and school sites are included;
 - Proximity to existing development or serviced land;
 - Proximity to existing public transport and infrastructure;
 - Proximity to existing or proposed community and education facilities; and
 - Proximity to new or existing arterial or connector road infrastructure.

T15. PRECINCT INFRASTRUCTURE**TRANSPORT**

PROJECT CATEGORY	PROJECT NO.	PROJECT NAME	PROJECT DESCRIPTION	LEAD AGENCY	DCP (YES/ NO)	DELIVERY TRIGGER/ TIMING	APPORTIONMENT
ROADS							
Land	LA_02	Geelong-Ballan Road Widening	LAND for Geelong-Ballan Road widening	Department of Transport and Planning	DI_RD_02_L	The first subdivision requiring the associated road section	50%
Land	LA_03	Midland Highway Widening	LAND for Midland Road widening	Department of Transport and Planning	DI_RD_03_L	The first subdivision requiring the associated road section	100%
Evans Road	ER_RD_02_04	Evans Road upgrade	DELIVERY of Evans Road upgrade (northern section) – works between DI_IN_16 to future Anakie Road intersection	COGG	No	70% of dwellings in Creamery Road Precinct constructed	
Evans Road	ER_RD_02_03	Evans Road upgrade	DELIVERY of Evans Road upgrade (southern section) – works between DI_IN_16 to precinct boundary	COGG	No	70% of dwellings in Creamery Road Precinct constructed	
Shared Path	WW_01_SP	WW_01 Shared Path	DELIVERY of shared path along WW_01 reserve	COGG	DI_TR_01	Upon completion of WW_01 (DI_DR_10) works	
Shared Path	WW_02_SP	WW_02 Shared Path	DELIVERY of shared path along northern boundary of WLRB_01	COGG	DI_TR_02	Upon completion of WLRB_01 (DI_DR_01) works	
Shared path	Nil	Recreational Transport Link - Land & Works	Recreational Transport Link network throughout Creamery Road Precinct (unless defined as a separate DCP project)	Developer	No	Upon subdivision	
Road	Nil	Clever and Creative Boulevard – Land & Works		Developer	No	Upon subdivision	
Road	Nil	Connector Road (Suburban, Modified Urban, Modified Connector) – Land & Works		Developer	No	Upon subdivision	
Road	Nil	Connector intersections - Land & Works		Developer	No	Upon subdivision	
Road	Nil	Local Access Street (Level 1 & 2) - Land & Works		Developer	No	Upon subdivision	
Road	Nil	Pedestrian Street (Narrow & Wide) - Land & Works		Developer	No	Upon subdivision	
Road	Nil	Micro Street - Land & Works		Developer	No	Upon subdivision	
Road	Nil	Laneway - Land & Works		Developer	No	Upon subdivision	
Road	Nil	Parking Street - Land & Works		Developer	No	Upon subdivision	
Road	Nil	Conservation Interface Street - Land & Works		Developer	No	Upon subdivision	
INTERSECTIONS							
CCC Intersection	IN_01	CCC/Geelong-Ballan Rd Intersection	Intersection Geelong - Ballan Road and North-South CCC	COGG	DI_IN_01	The first subdivision requiring the intersection delivery	50%

PROJECT CATEGORY	PROJECT NO.	PROJECT NAME	PROJECT DESCRIPTION	LEAD AGENCY	DCP (YES/ NO)	DELIVERY TRIGGER/ TIMING	APPORTIONMENT
CCC Intersection	IN_12	CCC/Evans Rd Intersections - Works	DELIVERY of intersection CCC and Evans Road - SIGNALS ONLY	COGG	DI_IN_12	The first subdivision requiring the intersection delivery	100%
Evans Road Upgrade Intersection	ER_IN_16	Evans Road/ Lovely Banks Road Intersection	DELIVERY of Evans Road/Lovely Banks Road Intersection - Signalised through intersection - 4 leg intersection	COGG	No	When RD_04 and RD_05 are required	
Intersection	IN_03	External Intersection - Works (interim)	DELIVERY of intersection: Geelong - Ballan Road and East-West Connector Road	COGG	DI_IN_03	The first subdivision requiring the intersection delivery	50%
Intersection	IN_04	External Intersection - Works (interim)	DELIVERY of intersection: Geelong - Ballan Road and East-West Connector Road	COGG	DI_IN_04	The first subdivision requiring the intersection delivery	50%
Intersection	IN_05	External Intersection - Works (interim)	Land and works for arterial signalised 'T' intersection - Midland Hwy and Geelong-Ballan Road	COGG	DI_IN_05 DI_IN_05_L	Indicatively 50% of lots in Creamery Road Precinct constructed	50%
Intersection	IN_06	External Intersection - Works (interim)	DELIVERY of intersection North-South CCB and Midland Hwy	COGG	DI_IN_06	The first subdivision requiring the intersection delivery	100%
Intersection	IN_07	Internal Intersection - Works	DELIVERY of intersection North-South CCB and Key Local Road - SIGNALS ONLY	COGG	DI_IN_07	The first subdivision requiring the intersection delivery	100%
Intersection	IN_09	Internal Intersection - Works	DELIVERY of intersection North-South CCB and Connector Road - SIGNALS ONLY	COGG	DI_IN_09	The first subdivision requiring the intersection delivery	100%
PEDESTRIAN CROSSINGS							
Pedestrian crossing	POS_01	Pedestrian Operated Signalised crossing on Evans Road	Delivery of a pedestrian crossing located between IN_12 and CU_02.	Developer	No	Once construction of IN_12 is complete	
BRIDGES							
Bridge	BR_01	Batesford South PSP bridge (arterial road - Lynnburn Road over Moorabool River)	Land and works for interim bridge for arterial road extension of Lynnburn Road over Moorabool River	COGG	DI_BR_01	To be determined when Batesford South PSP is developed.	11.96%
Bridge	BR_02	Bluestone Bridge Road underpass	Bluestone Bridge Road underpass upgrade and shared path connection -install traffic signals to allow one way movements and shared path (recreational transport link) connection	COGG	DI_BR_02	Concurrent to the completion of conservation works in the Cowies Creek Worneenanyook Masterplan Area delineated by properties 14 and 22 in the Creamery Road Place Based Plan.	29.56%
Bridge	BR_04	Creamery Road Pedestrian Bridge over Geelong Ring Road	Land and works for active travel upgrade to existing Bridge on Creamery Road over the Geelong Ring Road	COGG	DI_BR_04	30% of dwellings in Creamery Road Precinct constructed.	100%

DRAINAGE

PROJECT CATEGORY	PROJECT NO.	PROJECT NAME	PROJECT DESCRIPTION	LEAD AGENCY	DCP (YES/ NO)	DELIVERY TRIGGER/ TIMING	APPORTIONMENT
WETLAND AND SEDIMENT BASINS							
Wetland & Retarding Basin	WLRB_01	Wetland & Retarding Basin 1	Land and works for drainage asset - 5.479 Ha (TBC final area)	COGG	DI_DR_01 DI_DR_01_L	Short term Outfall into DI_DR_12 and Conservation are which must be completed first.	100%
Wetland & Retarding Basin	WLRB_02	Wetland & Retarding Basin 2	Land and works for drainage asset - 3.580 Ha (TBC final area)	COGG	DI_DR_02 DI_DR_02_L	Short term Must be functioning before contributing sub-catchments and upstream catchment can develop and after DI_DR_01 is functioning.	100%
Wetland & Retarding Basin	WLRB_05	Wetland & Retarding Basin 5	Land and works for drainage asset - 3.371 Ha (TBC final area)	COGG	DI_DR_05 DI_DR_05_L	Short term Must be functioning before contributing sub-catchments can develop and after DI_DR_01 and DI_DR_11 is functioning.	100%
Wetland & Retarding Basin	WLRB_06	Wetland & Retarding Basin 6	Land and works for drainage asset - 1.826 Ha (TBC final area)	COGG	DI_DR_06 DI_DR_06_L	Short term Must be functioning before contributing sub-catchments can develop and after outfall is functioning.	100%
Wetland & Retarding Basin	WLRB_07	Wetland & Retarding Basin 7	Land and works for drainage asset - 2.139 Ha (TBC final area)	COGG	DI_DR_07 DI_DR_07_L	Short term Must be functioning before contributing sub-catchments can develop and after outfall to Cowies Creek through Conservation area is functioning.	100%
Wetland & Retarding Basin	WLRB_08	Wetland & Retarding Basin 8 - Works	Works for drainage asset - 1.406 Ha (TBC final area)	COGG	DI_DR_08	Short term Must be provided before the contributing sub-catchment can develop and after Conservation zone works and outfall to Cowies Creek is established.	100%
Sediment Basin & Bioretention System	SRB_09 - Bio_02	Sediment Basin & Bioretention System 2 (Bio2) - Works	Land and works for sediment basin, bioretention basin and Growling Grass Frog Pond. 0.871 Ha (TBC final area)	COGG	DI_DR_09 DI_DR_09_L	Short term Must be provided before the contributing sub-catchment can develop and after Conservation zone works and outfall to Cowies Creek is established.	100%
WATERWAY CORRIDOR WORKS							
Waterway	WW_01	Waterway 1 - Works	Land and works for Waterway No.1 (1.172 Ha – TBC final area) The alignment of this corridor should follow the natural overland flow path and provide abundant revegetation and landscaping wherever possible. A recreational transport link (shared path) will also be co-located in the reserve.	COGG	DI_DR_10	Short term Must be provided with DI_DR_02 sub-catchments and before upstream catchment can develop.	100%

PROJECT CATEGORY	PROJECT NO.	PROJECT NAME	PROJECT DESCRIPTION	LEAD AGENCY	DCP (YES/ NO)	DELIVERY TRIGGER/ TIMING	APPORTIONMENT
Waterway	WW_02	Waterway 2 - Works	Land and works for Waterway No.2 (0.908 Ha – TBC final area) The alignment of this corridor should follow the natural overland flow path of the land and provide abundant revegetation and landscaping wherever possible. A recreational transport link (shared path) will also be co-located in the reserve where allowable.	COGG	DL_DR_11	Short term Must be provided before DL_DR_05 sub-catchment can develop and after DL_DR_01 is functioning.	100%
Waterway	EW_01	Ephemeral (Natural) Waterway - Works	Land and works for Ephemeral Waterway. (1.917 Ha – TBC final area) EW_01 is downstream of the confluence of both WW_01 and WW_02 and enters Cowies Creek. The alignment of this corridor should follow the natural overland flow path of the land provide abundant re-vegetation and landscaping wherever possible. A recreational transport link (shared path) will also be co-located in the reserve where allowable.	COGG	DL_DR_12	Short term Must be provided before upstream catchment can develop and after Conservation zone works and outfall to Cowies Creek is established.	100%
Waterway	CR_01	Waterway Crossing Works	Land and Bridge/Culvert Works for the recreational transport link over EW_01	Developer	No	Required on completion of EW_01 upgrade works	
Waterway	CR_02	Waterway Crossing Works	Land and Bridge/Culvert Works for the recreational transport link over WW_01	Developer	No	Required on completion of WW_01 works	
CULVERTS							
Culvert	CU_01	Culvert works	DELIVERY of Culvert - Ephemeral waters to flow under North South Collector Road	COGG	No		
Culvert	CU_02	Culvert works	DELIVERY of Culvert & Roadworks - Cowies Creek under Evans Road	COGG	DL_RD_01	Concurrent with the construction of Evans Road	100%
Culvert	CU_03	Culvert works	DELIVERY of Culvert - Ephemeral waters to flow under Avonlea Rd	COGG	No		
STORMWATER FILTERING SYSTEMS							
Gross Pollutant Trap	GPT_01	Gross Pollutant Trap 1 - Works	Works for drainage asset (TBC final area)	COGG	DL_DR_13	Long term Water quality objectives meet through delivery of all other WLRBs in Precinct.	100%
Gross Pollutant Trap	GPT_02	Gross Pollutant Trap 2 - Works	Works for drainage asset (TBC final area)	COGG	DL_DR_14	Long term Water quality objectives meet through delivery of all other WLRBs in Precinct.	100%

OPEN SPACE

PROJECT CATEGORY	PROJECT NO.	PROJECT NAME	PROJECT DESCRIPTION	LEAD AGENCY	DCP (YES/ NO)	DELIVERY TRIGGER/ TIMING	APPORTIONMENT
COMMUNITY PARKS							
Community Park	CP01	Local Community Park 1	Land & works for CP01 - 0.5 Ha The local park is located at the intersection of Evans Road and the conservation interface street at the north-western section of the PSP adjacent to Cowies Creek boundary.	COGG	No	Upon subdivision	
Community Park	CP02	Local Community Park 2	Land & works for CP02 - 1.973 Ha This local park is located adjacent to the Coolangatta Homestead. It will provide passive recreation opportunities and strong views in most directions.	COGG	No	Upon subdivision	
Community Park	CP03	Local Community Park 3	Land & works for CP03 - 0.5 Ha This local park is located to the northern east corner, adjacent to the Cowies Creek Conservation area boundary.	COGG	No	Upon subdivision	
Community Park	CP04	Local Community Park 4	Land & works for CP04 - 0.5 Ha This local park is located north of the drainage corridor, on Property 13.	COGG	No	Upon subdivision	
Community Park	CP05	Local Community Park 5	Land & works for CP05 - 0.5 Ha This local park is located in close proximity to the drainage corridor north of Avonlea Road.	COGG	No	Upon subdivision	
Town Square	CP06	Town Square	Land & works for CP06 - 0.296 Ha This local town square park is located within the NAC Precinct, on the southern side of the	COGG	No	Upon subdivision	

PROJECT CATEGORY	PROJECT NO.	PROJECT NAME	PROJECT DESCRIPTION	LEAD AGENCY	DCP (YES/ NO)	DELIVERY TRIGGER/ TIMING	APPOR- TION- MENT
			Pedestrian Street and adjoining the CCC to the east.				
Community Park	CP07	Local Community Park 7	Land and works for CP07 - 1.0 Ha It is located opposite the proposed government primary school surrounded by residential areas, and connected to the precinct's recreational transport network.	COGG	No	Upon subdivision	
Community Park	CP08	Local Community Park 8	Land & works for CP08 - 1.0 Ha This local park forms the focal point of this precinct.	COGG	No	Upon subdivision	
SPORTS (ACTIVE) RESERVES							
Sports Reserve	SR_01	Myers Reserve Extension	Land & works for Myers Reserve Extension – 3.25 Ha	COGG	DI_OS_01 DI_OS_01_L	Prior to 40% of dwellings delivered in Creamery Road Precinct, or as required according to demand levels and subject to DCP funding	70%
Sports Reserve	SR_02	Northern Sports Reserve	Land & works for the Northern Sports Reserve - 8.644 Ha	COGG	DI_OS_02 DI_OS_02_L	Prior to 60% of dwellings delivered in Creamery Road Precinct, or as required according to demand levels and subject to DCP funding	100%
OTHER							
Pavillion	SRP_01	Creamery Road Pavillion	Works for the pavillion located within the Northern Sports Reserve	COGG	CI_OS_01	Concurrent to works for SR_02 (DI_OS_01) Northern Sports Reserve	100%

COMMUNITY FACILITIES & EDUCATION

PROJECT CATEGORY	PROJECT NO.	PROJECT NAME	PROJECT DESCRIPTION	LEAD AGENCY	DCP (YES/ NO)	DELIVERY TRIGGER/ TIMING	APPOR- TION- MENT
EDUCATION							
Education	PS_01	Primary School 1	Proposed Government School located in the south of the precinct	Department of Education	No	Subject to State Government provision planning	
COMMUNITY FACILITIES							
Community facility	CF_01	Early Years & Community Hub	Land & works for the Early Years & Community Hub (1 Ha) is formed by a consolidated Multipurpose Community Centre and Early Learning Centre, located above PS_01 (a proposed government primary school)	COGG	DI_CF_01	Prior to 20% of development build out within precinct	100%
OTHER							
Community facility	CF_ML_01	McCanns Lane Cultural Hub	Land & works for McCanns Lane Cultural Hub including library and museum	COGG	CI_CF_ML_01	Prior to 80% of dwellings delivered in Western Geelong Growth Area, or as required according to demand levels and subject to DCP funding	10.74%
Emergency Hub	CF_03	Western Growth Area Emergency Hub	One emergency hub incorporating ambulance, fire and state emergency services	State Government	No	Subject to State Government provision planning	
Police	CF_ML_03	Police & Justice Centre	One police station collocated with a justice centre	Department of Justice	No	District level facility serving WGGGA	

4.0 APPENDICES¹⁸

A1. PROPERTY SPECIFIC LAND BUDGET

¹⁸ *A2. Integrated Development Area Principles* and *A7.1 Canopy cover requirement by land use* were deleted prior to notice being given of the November 2025 public consultation draft.

A3. COMPLETE STREETS

A3.1 STREET TYPE & ATTRIBUTES¹⁹

A3.1 STREET TYPES & CROSS SECTIONS

STREET TYPE	LANEWAY (8M)	MICRO STREET (10M)	PEDESTRIAN STREET (10M & 16M)	PARKING STREET (16M)	LOCAL ACCESS 1 (16M)	LOCAL ACCESS 2 (20M)	CONNECTOR (MODIFIED URBAN)	CONNECTOR (SUBURBAN) (25M)	CONNECTOR (URBAN) (25M)	CLEVER & CREATIVE CORRIDOR (34M) & CLEVER AND CREATIVE BOULEVARD (28M)	EVANS ROAD (CLEVER & CREATIVE CORRIDOR) (20M)	CONSERVATION INTERFACE STREET (20M)
PURPOSE	To provide car access to enable car-free frontage streets, providing streets for people.	To provide an inviting shared environment where private vehicles are permitted as guests.	To provide streets for people which also serve as a public 'backyard' space.	To provide a safe and amenable street environment that can accommodate on-street parking at the periphery of Micro Street and Pedestrian Street clusters.	To provide the option for residential neighbourhood streets that prioritise private vehicles.	To provide the option for residential neighbourhood streets that accommodate local bus services, noting no dedicated cycling infrastructure.	To provide a primary connection for people and goods through the centre of Activity Centre that creates a main street experience with very high place quality.	To connect neighbourhoods and link local streets to the Clever and Creative Corridor and the external arterial road network through residential areas. To provide safe and direct places to walk, ride, drive between neighbourhoods and local centres.	To provide streets that serve as a destination and a place to stay and dwell. To support an urban environment which seeks to provide non-residential ground floor uses and accommodate on street parking. The street type seeks to provide connections between focal points in local neighbourhoods.	To provide a dedicated public and active transport corridor which promotes the use of sustainable transport as the most direct route connecting activity centres.	To provide the principal connection for the local movement of people, vehicles and goods between the Northern and Western Geelong Growth Areas.	To provide an amenable interface to conservation areas that provides access to walking and cycling routes for transport and recreation.
APPLICATION	Micro streets Pedestrian streets.	In conjunction with laneways, pedestrian streets and generally all local streets.	In conjunction with laneways, pedestrian streets and generally all local streets providing highly permeable places for people.	On the perimeter of walkable clusters comprised of Micro Streets and Pedestrian Streets (ideally within 5min walking distance / 400m).	For all local street areas.	For local Streets with bus services.	To provide connections to, and provide a focal point for Activity Centres. The street is a key community destination and place to meet, stay and dwell.	Connections between neighbourhoods and major local destinations on corridors with bus services and traffic volumes of up to 7,000 vehicles per day.	Main street connections through local activity centres with bus services and traffic volumes of up to 10,000 vehicles per day.	As nominated in the Plan 5 Future Urban Structure and Plan 12 Street Network .	As nominated in the Plan 5 Future Urban Structure and Plan 12 Street Network .	Streets adjoining a conservation area.
DOES THIS STREET SUPPORT CROSSOVERS?	Yes	Limited	No	Yes	Yes	Yes	No	Yes	No	No	Yes	Yes
NOTIONAL VEHICLE TRAFFIC VOLUME	< 300 vpd (per CI 56.06-8)	< 1,000 vpd (per CI 56.06-8)	N/A	1,000 - 2,000 vpd (per CI 56.06-8)	1,000 -2,000 vpd (per CI 56.06-8)	2,000-3,000 vpd (per CI 56.06-8)	3,000-10,000 vpd	3,000 - 7,000 vpd (per CI 56.06-8)	3,000 -10,000 vpd	15,000 vpd Maximum	Up to 20,000 vpd	2,000 - 3,000 vpd (per CI 56.06-8)
BUS CAPABLE	No	No	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes

¹⁹ Tables 18, 19, 20, and 21 are not replicated as there are no proposed changes.

A4. OPEN SPACE DELIVERY REQUIREMENTS²⁰

All public open space (excluding conservation areas) shall be designed and developed to a standard that satisfies the requirements of the City prior to the transfer of the land, including the following:

- All public landscaped areas must be designed and constructed in accordance with relevant Australian standards.
- Open spaces are to be designed and developed to assist in promoting a 'sense of place' and cater for a broad range of users, by providing a mix of spaces and planting to support structured and unstructured play for all ages and abilities.
- Installation of park furniture including BBQs, shelter, tables, rubbish bins, playgrounds and other play elements such as multi- courts and hit-up walls, rubbish bins and appropriate paving to support these facilities must be consistent with the classification and hierarchy of the open space as listed in [Table 11 Open Space Delivery Guide](#) and the City's Sustainable Communities Infrastructure Development Guidelines (including all relevant updates).
- Open space must not be delivered in a standalone stage, it must be included with a stage containing residential lots.
- The design and layout of waterway corridors and other encumbered open space is to maximise the potential for integration of recreational uses, utility infrastructure and storm water quality assets, where it does not conflict with the primary function of the land.
- Trees at 75% maturity to shade no less than 25% of the open space.
- Vehicle exclusion devices (fence, bollards, or other suitable method) and maintenance access points to be installed as requested by the responsible authority.
- Where fencing of local parks is required, it must be lowscale and designed to guide appropriate movement and access rather than act as a barrier. Design and materials shall complement the park setting.
- Path networks associated with open space to include way finding which clearly identifies key destinations and communicates necessary information to all users.
- Signage should clearly identify key destinations and communicates necessary information to all users.
- Any pedestrian link through a dedicated trail, drainage reserve/corridor or adjoining the road network to include a provision of park seating at appropriate intervals.
- Appropriately scaled lighting shall be installed along all major pedestrian thoroughfares traversing the public open space and active transport network to the satisfaction of the responsible authority.
- All structures are to be sited above the 1% AEP flood event level and designed to integrate with and complement rather than dominate the landscape.
- Paths are to be designed above the 1% AEP. Where this is not possible, they must comply with Melbourne.
- Water's Shared Pathways Guidelines.
- Opportunities should be considered for appropriate urban art, to the satisfaction of the City's Arts & Culture Department.

²⁰ Table 22 is not replicated as there are no proposed changes.

A5. ACTIVITY CENTRES

T23. NAC PRECINCT KEY DESIGN INTENT

The NAC Precinct, which comprises the Neighbourhood Activity Centre (C1Z) and the surrounding Mixed Use Zone (MUZ) as depicted on *Plan 5. Future Place Based Plan* NAC Commercial, shall be the vibrant heart of the neighbourhood, where goods, services and employment can be accessed through public transport, cycling or a 20-minute walk. Co-located with community facilities, the NAC will enhance accessibility and active living, through a healthy mix of uses, where residential co-exists with ground-level retail that spills into the public realm creating an active, vibrant and safe environment. The below NAC Key Design Intents will enable a walkable, mixed-use environment where the public realm is the focus, sustainable design outcomes are embedded, and access to goods, services, employment and transit supports a true 20-minute neighbourhood can be delivered.

NAC PRECINCT KEY DESIGN INTENT

01. Provide a high-quality east-west Key Pedestrian Street that responds to land use context, allows uninterrupted visual and physical connections through the NAC to the town square and the Clever and Creative Boulevard (CCB), providing opportunities for retail, hospitality and community activities to spill out into the public realm, reinforcing the NAC as a vibrant people-focused hub.
02. Provide a Town Square (Civic Open Space) adjoining the CCB in accordance with [Table 9 Open Space Delivery Guide](#) and [Table 15 Precinct Infrastructure](#), creating a 'key gathering place' by co-locating the Town Square at the intersection of the Key Pedestrian Street and the CCB, and providing a key transit stop at this location.
03. Design the Key Pedestrian Street to be generally in accordance with the Key Pedestrian Street cross sections provided in [Appendix 3 Complete Streets](#).
04. Provide safe and continuous pedestrian-prioritised connections from the NAC precinct to the surrounding active transport links in the high amenity areas surrounding the NAC precinct, and to the key transit stops along the CCB.
05. Provide a diverse mix of retail, office and commercial uses at ground floor level to maximise opportunities for activity to spill out onto the public realm.

NAC PRECINCT KEY DESIGN INTENT

06. Consolidate parking across the NAC Precinct where possible and sleeve car parking areas with built form that activates street frontages, primarily along the Key Pedestrian Street and the CCB, and secondarily to surrounding connector roads.
07. Deliver multi-level buildings in the NAC precinct that provide opportunities for mixed use development, including community and residential uses on upper levels.
08. Sleeve anchor retail with finer grain complementary uses along the frontage to the Key Pedestrian Street and provide primary pedestrian access to anchor retail from Key Pedestrian Street.
09. Avoid loading bay access for anchor retail from the CCB.
10. Provide active frontages and fine grain retail along the Key Pedestrian Street, Town Square and the CCB, incorporating narrow tenancies. Active frontages include shop fronts, shop entrances, outdoor dining and cafes, active display windows and any other treatments to the satisfaction of the Responsible Authority. Street based retail centre designs are preferred. Internalised mall designs should be avoided.
11. Avoid blank facades along the Key Pedestrian Street, Town Square and CCB.

NAC PRECINCT KEY DESIGN INTENT

12. Provide primary frontages to the CCB. Primary frontages include building entrances, lobbies, balconies, front yards, bike parking and high-quality pedestrian safe landscaping.

13. Deliver Landmark Building Architecture in key locations where they will contribute to the character of and wayfinding within the NAC and the surrounding precinct.
Key locations include:
- Intersection between Connector Roads and the CCB;
 -

14. Provide a transition of densities and built form design between the NAC and the surrounding residential area by developing higher density residential within the Mixed-use amenity area, and providing vehicular access from the rear, particularly on sites directly facing the NAC.

15. Identify locations for key landscape design features (artwork/sculpture) such as public art, sculptures, street furniture, and landscaping.

16. Ensure the design of the NAC Precinct integrates Aboriginal cultural values and interpretation into the public realm, through materials, artwork, planting and storytelling.

17. Encourage collaboration between adjoining developments to allow for cohesive and well considered design outcomes and efficient use of space such as sharing of amenities such as parking.

18. Mixed Use Developments should encourage a consistent retail street frontage by avoiding residential development at the ground floor level in accordance with [Table 3 Housing Delivery Guide](#).

19. Identify locations for awnings, verandahs or other weather protection devices along Key Pedestrian Streets and the Town

NAC PRECINCT KEY DESIGN INTENT

Square to support pedestrian comfort and encourage year-round outdoor activity.

20. Incorporate a high-quality landscape and public realm treatment along the CCB, Key Pedestrian Street and Town Square, including forecourts, street trees, seating, lighting, and public art, to reinforce the role of the NAC as the civic heart.

21. Encourage corner buildings to be designed with dual frontages, active edges and architectural expression to reinforce wayfinding and avoid blank side walls.

22. Ensure that loading bays, service areas, utilities and waste storage are screened and located away from key pedestrian frontages and key gathering spaces.

23. Ensure the design of buildings has regard to long-term adaptability between commercial, retail and community uses.

- + Provide an accessible, permeable and functional urban structure of blocks, laneways, and streets.

- + Locate anchor businesses to encourage pedestrian movement along key streets and 'key gathering spaces'.

- + Avoid conflicts between pedestrians, cyclists and other modes of transport by providing well delineated and connected movement networks.

- + Use high-quality finishes and design elements in buildings and the public realm

T24. ACTIVITY CENTRE & COMMERCIAL DEVELOPMENT DESIGN PRINCIPLES

DESIGN PRINCIPLE	DETAILS
PRINCIPLE 1 URBAN STRUCTURE, LAND USE & ACTIVATION Activity Centres and commercial development will be designed to be legible and highly permeable with vibrant activity pockets to enrich the pedestrian experience.	• Provide an accessible, permeable and functional urban structure of blocks, laneways, and streets that enables access to the centre from surrounding residential areas. • Offer a high degree of community interaction and provide a vibrant and viable mix of retail, recreation and community uses with varying shopfront widths, floor space areas, opportunities for local business investment and extended hours of activation. • Encourage development that provides a combination of uses within a mixed use building. • Locate anchor businesses to encourage pedestrian movement along key streets and public spaces. • Be designed to have active frontages by providing clear and visible main entrances, windows and displays along ground and first floor frontages, particularly abutting the Town Square and the CCB. • Provide flexibility in the public realm to facilitate pop-up interim uses and community events, allowing for temporary activation and other activation strategies. • Ensure car parks are designed to be flexible to accommodate temporary uses at non-peak times. • Locate childcare, medical centres and specialised accommodation (e.g. – aged care, nursing home, student accommodation, and serviced apartments) at the edge of the centre to contribute to the centre's activity and the resident's access to services. • Locate service stations and large format retail including but not limited to homemaker centres, hardware stores, showrooms and bulky goods along arterial roads, ensuring active and well-designed frontages to the street. • Car-oriented services and drive-through establishments for commercial uses should not be located nearby the CCB. Where provided within the NAC precinct, must be screened with active uses (such as convenience store or food and beverage), with direct pedestrian access from the key pedestrian routes. • Concentrate mixed-use development within and immediately adjoining the NAC core to support activation, viability and day-to-night use of the centre.

DESIGN PRINCIPLE	DETAILS
PRINCIPLE 2 MOVEMENT & PARKING Activity Centres and commercial development will be designed to be pedestrian friendly and accessible by all modes including cycling and public transport, while enabling private vehicle access.	• Carefully consider orientation, shading, planting and windbreaks to create comfortable microclimates for users through all seasons. • Prioritise pedestrians and their amenity in parking areas through dedicated walking paths with appropriate landscaping elements. • Provide pedestrian friendly treatments (e.g. zebra crossings, variations in road material, increased landscaping, bollards, and reduced width of roads) at key street crossings as required. • Ensure all streets, paths, and active transport corridors are well lit and safe outside of business hours. • Avoid conflicts between pedestrians, cyclists and other modes of transport by providing well delineated and connected movement networks. • Provide convenient and safe access through spill over spaces and plazas including shared pickups/traffic ride bays. • Limit crossovers where possible. • Encourage shared parking provision. • Ensure parking areas are not visible from the CCB or town square. • Ensure multi-level car parks are safe and well maintained with legible pedestrian paths/crossings provided to enhance amenity and safety of users. • Sleeve parking areas with built form to ensure these are located at the side or rear of buildings. • Ensure parking areas are planted with suitable canopy trees and achieve the canopy target specified in 3.6.1 Urban Greening. • Provide universal access throughout the centre and ensure all users have convenient and safe access to public spaces. • Provide bicycle parking facilities in safe, convenient, accessible and visible locations close to key destinations including anchor retail, Town Square and transit stops. • Provide transit stops in accordance with the Public Transport Guidelines for Land Use and Development, to the satisfaction of the Department of Transport. • Provide safe access to transit stops. • Ensure vehicular access to development within the NAC is provided from connector roads, and not from local streets.

DESIGN PRINCIPLE	DETAILS
PRINCIPLE 3 SENSE OF PLACE Activity Centres and commercial development will create a sense of place with high quality engaging urban design and well defined public spaces.	• Be responsive to its context with a focus on delivering fine-grain urban fabric and integrate built form with the wider landscape setting, the CCB and adjoining land uses. • Use high-quality finishes and design elements in buildings and the public realm, that contribute to a cohesive and legible character, cultural values and unique sense of place. • Maximise opportunities for active and passive surveillance through design of public space elements and building facades. • Orient public spaces to capture the northern sun and to be protected from prevailing winds, weather and overshadowing. • Ensure landscaping is of a high standard and complements the built form design. • Demonstrate how the design of public spaces responds to the principles of universal access and CPTED (Crime Prevention through Environmental Design). • Provide design responses that support night-time economy through lighting and passive surveillance. • Discourage fencing to the CCB. If proposed, they must be low in height (maximum 1.5m high) and be at least 50% permeable.

DESIGN PRINCIPLE	DETAILS
PRINCIPLE 4 BUILDING DESIGN The design of buildings will incorporate visually interesting designs, high quality external materials and contribute to a sense of character and place.	• Be appropriate to their context and of a scale and character consistent with the desired future character for the precinct. • Be built on or close to the street boundary and/or key public spaces, with a continuous frontage, to provide a positive sense of definition for the public realm. • Be designed to an appropriate scale that complements the streets and provides activated and accessible frontages with a limited number of internal shops. • Be designed to respect existing views and vistas by incorporating them into the building design promoting a connection to nature, cultural values and natural features as identified in Plan 4 Precinct Features Plan. • Consider amenity impacts in building design and limit noise, odour smell and wind impact to residential areas. • Be designed to provide equitable access to sunlight in the public realm. • Provide public toilets in safe and accessible locations. • Locate loading areas, building plant facilities, waste collecting points and any other back of house facilities including mechanical plant/service structures at the rear of buildings, and provide appropriate visual screening to avoid adverse amenity impacts. • Be designed to minimise views to car parking areas. • Be designed to minimise the need for privacy screens. • Mixed-use developments to be designed to avoid conflict between residential and commercial tenants in the future. • Activate façades through considered treatments including but not limited to murals, green walls, and architectural articulation. • Encourage flexible building design that can support different uses such as residential, offices, co working hubs, startups and creative industries, particularly on upper floors. • Buildings on the CCB must directly address the CCB and/or town square so that the use integrates with and promotes activity within the CCB and public spaces. Planning permits for buildings and works should condition against the use of “whitewashed” or frosted glass windows, excessive window advertising and obtrusive internal shelving or ‘false walls’ offset from the glazing. • Encourage variation of façade materiality, roof forms, treatments and articulation between adjoining buildings. • Encourage use of sustainable building materials, with preference towards recycled materials.

DESIGN PRINCIPLE	DETAILS
PRINCIPLE 5 ESD & ZERO CARBON	• Provide energy efficient design, buildings and construction methods. • Optimise passive solar orientation. • Implement appropriate design solutions to minimise building energy consumption and maximise internal user comfort, such as external shading and appropriate glazing and ventilation. • Minimise urban heat island effect through light roofs, canopy coverage and minimising hardscaped surfaces. • Use renewable energy for heating and cooling. • Create comfortable microclimates by including provision of shades and shelters (sun and wind). • Employ WSUD principles and provide WSUD elements in streetscape and car parking design. • Group waste collection points where possible. • Investigate other opportunities for built form to reduce greenhouse gas emissions associated with the construction and ongoing operation of buildings to net zero. • Incorporate space for EV charges into car park design. • Incorporate bicycle parking facilities and supporting infrastructure.
Activity Centres and commercial development will demonstrate best practice ESD and zero carbon from the design stage through to construction and operation.	

DESIGN PRINCIPLE	DETAILS
PRINCIPLE 6 STREET FURNITURE AND URBAN ART & DESIGN	• Incorporate robust and easy to maintain public art and objects into the design of the public realm that supports safety and amenity whilst being visually appealing. • Consider artistic opportunities inspired by local creatives and cultural connections from the region. • Appropriately locate street and park furniture in areas that are highly visible and close to or adjoining pedestrian desire lines/gathering spaces which are functional, attractive, and comfortable. • Design street lighting and signage to avoid unnecessary spill to residential uses and roads while supporting night users and creating a sense of safety. • Incorporate signage into the design of buildings. • Design of the streetscape should include signages to provide wayfinding opportunities for pedestrians and cyclists. • Design illuminated signage to avoid excessive light spill. • Encourage the selection of street furniture with high levels of recycled content.
Public art and street furniture will be functional, visually appealing and contribute to a unique sense of place.	

A6. SERVICE PLACEMENT GUIDELINES²¹

A7. CANOPY COVER

A7.2 EXAMPLE TREE SPECIES LIST²²

²¹ Table 25 is not currently replicated.

²² Table 26 is not replicated as there are no proposed changes.

5.0 GLOSSARY

A

Annual Exceedance Probability (AEP)

The probability that a given rainfall total accumulated over a given duration will be exceeded in any one year. Active open space Land designated for formal outdoor sports. May also include passive recreation opportunities. Active transport Relates to physical activity undertaken as a means of transport including walking, cycling and the use of other non-motorised vehicles.

Amenity Areas

Areas adjacent to the NAC, the Clever and Creative Boulevard, open spaces and public transport routes where medium density and a diverse range of building forms is encouraged. Appropriate non-residential uses are supported in order to support 20-minute neighbourhoods. These areas have been selected for their proximity to activity centres, sustainable transport link and placemaking opportunities.

B

Blue green infrastructure

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

C

Canopy tree

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

Cultural Heritage Management Plan (CHMP)

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

Community Infrastructure Levy (CIL)

The *Planning and Environment Act 1987* (the Act) enables the DCP system to impose a community infrastructure levy (levy) to fund projects involving the construction of community buildings or facilities. Applied to new development for community infrastructure (can include libraries, sporting facilities etc) and is paid by a landowner

prior to a Building Permit being issued (unless agreed to be paid by the developer).

Crime Prevention through Environmental Design (CPTED)

A multi-disciplinary approach of crime prevention that uses urban and architectural design and the management of built and natural environments. Wide-ranging recommendations to architects include the planting of trees and shrubs, the elimination of escape routes, the correct use of lighting, and the encouragement of pedestrian and bicycle traffic in streets.

D

Drainage corridor (DC)

An above-ground swale, gully or impression in the landscape that carries stormwater runoff or spring water.

Development Contributions Plan (DCP)

The Planning and Environment Act 1987 (the Act) enables the DCP system to impose a community infrastructure levy (levy) to fund projects involving the construction of community buildings or facilities. The requirements for development proponents to contribute towards basic/essential infrastructure required to support development of the precinct.

Design guidelines

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

Development Infrastructure Levy (DIL)

Applies to developments and contributes to funding development infrastructure.

Development Services Scheme (DSS)

A masterplan for drainage in a specific catchment area. The scheme guides the standards in order to provide effective flood protection, water quality and waterway health. The DSS includes, but is not limited to, all documents relevant to the water quality treatment and concept design of drainage assets in the Creamery Road Precinct. [DEFINITION TO BE FINALISED]

E

Ecological Vegetation Classes (EVC)

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

Encumbered open space

Land that is constrained for development purposes.

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

These areas may be used for a range of recreation activities (walking trails, sports fields), however is not provided as credit against public open space requirements.

Environmentally Sustainable Development (ESD)

A set of principles which aim to improve the health and comfort of buildings for occupants whilst at the same time reducing negative impacts on the environment. ESD can provide affordable living outcomes, improved comfort levels and environmental benefits.

I

Integrated Water Management (IWM)

A collaborative approach to planning that brings together all elements of the water cycle including sewage management, water supply, stormwater management and water treatment, considering environmental, economic and social benefits.

N

Neighbourhood Activity Centre (NAC)

The NAC Precinct is the area nominated as ‘NAC Precinct’ in *Plan 10 Activity Centres* which will require an Urban Design Framework be prepared prior to development. A NAC is a local centres that provide access to local goods, services and employment opportunities and serve the needs of the surrounding community. These centres serve smaller, local areas and have an important role in giving people the ability to meet most of their everyday needs within a 20-minute walk, cycle or local public transport trip of their home.

Net Developable Area (NDA)

Land within a precinct available for development. This excludes encumbered land, arterial roads, railway corridors, significant heritage, schools and community facilities and public open space. It includes lots, local

streets and connector streets. Net Developable Area may be expressed in terms of hectare units (i.e. NDHa).

Net Developable Area – Residential

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

P

Permeable Street Network

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

S

Strategic Assessment – Sb. 15 requests addition

A landscape-scale assessment undertaken under Part 10 of the *Environment Protection and Biodiversity Conservation Act 1999*. Unlike project-by-project assessments, which look at individual actions, strategic assessments can consider a much broader set of actions over a much larger scale and timeframe, such as a plan, policy, or program. The Geelong Growth Areas Strategic Assessment applies to the Cowies Creek corridor within the Creamery Road Precinct, except where approvals under other parts of the EPBC act apply.

U

Unencumbered open space

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

Urban Design Framework (UDF)

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

W

Works in Kind (WIK)

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

Appendix F Council Final Creamery Road Development Contributions Plan

Council's annotated final version of the DCP (Document 128).

Council - Day 12 version Notation of Public Consultation Draft

THE CITY OF
GREATER GEELONG

CREAMERY ROAD DEVELOPMENT CONTRIBUTIONS PLAN

NOVEMBER 2025



ACKNOWLEDGMENT OF COUNTRY

The City of Greater Geelong acknowledges the Wadawurrung People as the Traditional Owners of the land, waterways and skies of the North and Western Growth Areas. We pay our respects to their Elders, past and present.

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

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SUMMARY OF CHARGES

1

SUMMARY OF CHARGES

Table 1 provides an overview of the project categories and charges included within this Development Contributions Plan ('DCP'). A more detailed explanation of apportionment, methods of calculation, and the description and costs of individual projects is included within the document.

T1. SUMMARY OF CHARGES

All highlighted sections subject to change.

SUMMARY - NET DEVELOPABLE AREA (NDA) BY CHARGE AREA

CHARGE AREA	TOTAL COST OF CONTRIBUTION	CONTRIBUTION PER NDA
Charge Area 1	\$173,106,480.74	\$823,453.91

SUMMARY - DEVELOPMENT INFRASTRUCTURE LEVY (DIL)

PROJECTS	TOTAL COST OF PROJECTS	TOTAL COST OF PROJECTS ALLOCATED TO MCA	CONTRIBUTION PER NDA
Transport	\$98,022,679.09	\$47,643,820.39	\$226,637.90
Open Space	\$46,317,335.31	\$44,268,635.31	\$210,582.42
Community	\$22,537,233.42	\$22,537,233.42	\$107,207.85
Drainage	\$56,321,751.62	\$56,321,751.62	\$267,918.14
Planning	\$2,335,040.00	\$2,335,040.00	\$11,107.60
TOTAL	\$225,534,039.44	\$173,106,480.74	\$823,453.91

SUMMARY - BREAKDOWN OF DEVELOPMENT INFRASTRUCTURE LEVY

PROJECTS	TOTAL COST OF PROJECTS	TOTAL COST OF PROJECTS ALLOCATED TO MCA	CONTRIBUTION PER NDA
Land	\$49,010,000.00	\$47,971,502.30	\$228,196.66
Construction	\$176,524,039.44	\$125,134,978.44	\$595,257.25
TOTAL	\$225,534,039.44	\$173,106,480.74	\$823,453.91

SUMMARY - COMMUNITY INFRASTRUCTURE LEVY

PROJECTS	TOTAL COST OF PROJECTS	TOTAL COST OF PROJECTS ALLOCATED TO MCA	ESTIMATED TOTAL CONTRIBUTION
Total (Capped at \$1,530)	\$9,845,866.85	4,204	\$6,432,120.00

INTRODUCTION

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2

2.0 INTRODUCTION

The Creamery Road Development Contributions Plan (DCP) has been prepared by the City of Greater Geelong with the assistance of government agencies, service authorities, technical agencies and major stakeholders.

The DCP:

- Outlines projects required to ensure that future residents, visitors and workers in the precinct can be provided with timely access to infrastructure and services;
- Establishes a framework for development proponents to make a financial contribution towards the cost of identified infrastructure projects;
- Ensures the cost of providing new infrastructure and services is shared equitably between various development proponents and the wider community;
- Provides the details of the calculation of financial contributions that must be made by future developments towards the nominated projects; and
- Provides developers, investors and the local community with certainty about development contribution requirements and how these will be administered.

2.1 REPORT STRUCTURE

The DCP document comprises five parts:

1	STRATEGIC BASIS	Clearly explains the strategic basis for the DCP.
2	JUSTIFICATION	Provides justification for the various infrastructure projects included in the DCP.
3	CALCULATION OF CONTRIBUTIONS	Sets out how the development contributions are calculated and cost apportioned.
4	ADMINISTRATION	Focuses on administration of the DCP.
5	IMPLEMENTATION	Focuses on implementation of the DCP.

2.2 STRATEGIC BASIS

The DCP has been prepared in conjunction with the Creamery Road Precinct Structure Plan ('the PSP').

The strategic basis for the DCP is informed by:

- State and Local Planning Policy Framework as set out in the Greater Geelong Planning Scheme.
 - Precinct Structure Planning Guidelines (Victoria Planning Authority, 2021).
 - Infrastructure Design Manual (Local Government Infrastructure Design Association).
 - Northern and Western Geelong Growth Areas (NWGGA) Framework Plan - August 2020.
 - Creamery Road Precinct Structure Plan and supporting technical documents.
 - Northern and Western Geelong Growth Areas Standing Advisory Committee Referral 1: Creamery Road Precinct
- Structure Plan Report - Volume 1 (21 May 2025) and Volume 2 (20 June 2025).
- Minister for Planning – Direction to Council re: Northern and Western Geelong Growth Areas Standing Advisory Committee Referral 1 Report Volume 2 (November 2025).
- These documents set out a broad, long-term vision for the sustainable development of the precinct and its surrounds, and the estimated costs of infrastructure proposed to be funded under this DCP. Further commentary on project rationale and justification for inclusion within the DCP is detailed in section 3.

2.3 PLANNING AND ENVIRONMENT ACT 1987

The DCP has been prepared in accordance with Part 3B of the *Planning and Environment Act 1987* (the Act) and has been developed in line with the State and Local Planning Policy Framework of the Greater Geelong Planning Scheme.

It is consistent with the Ministerial Direction on development contributions plans made under section 46M(1) of the Act and has had regard to the Victorian Government's Development Contributions Plan Guidelines (Amended 2007).

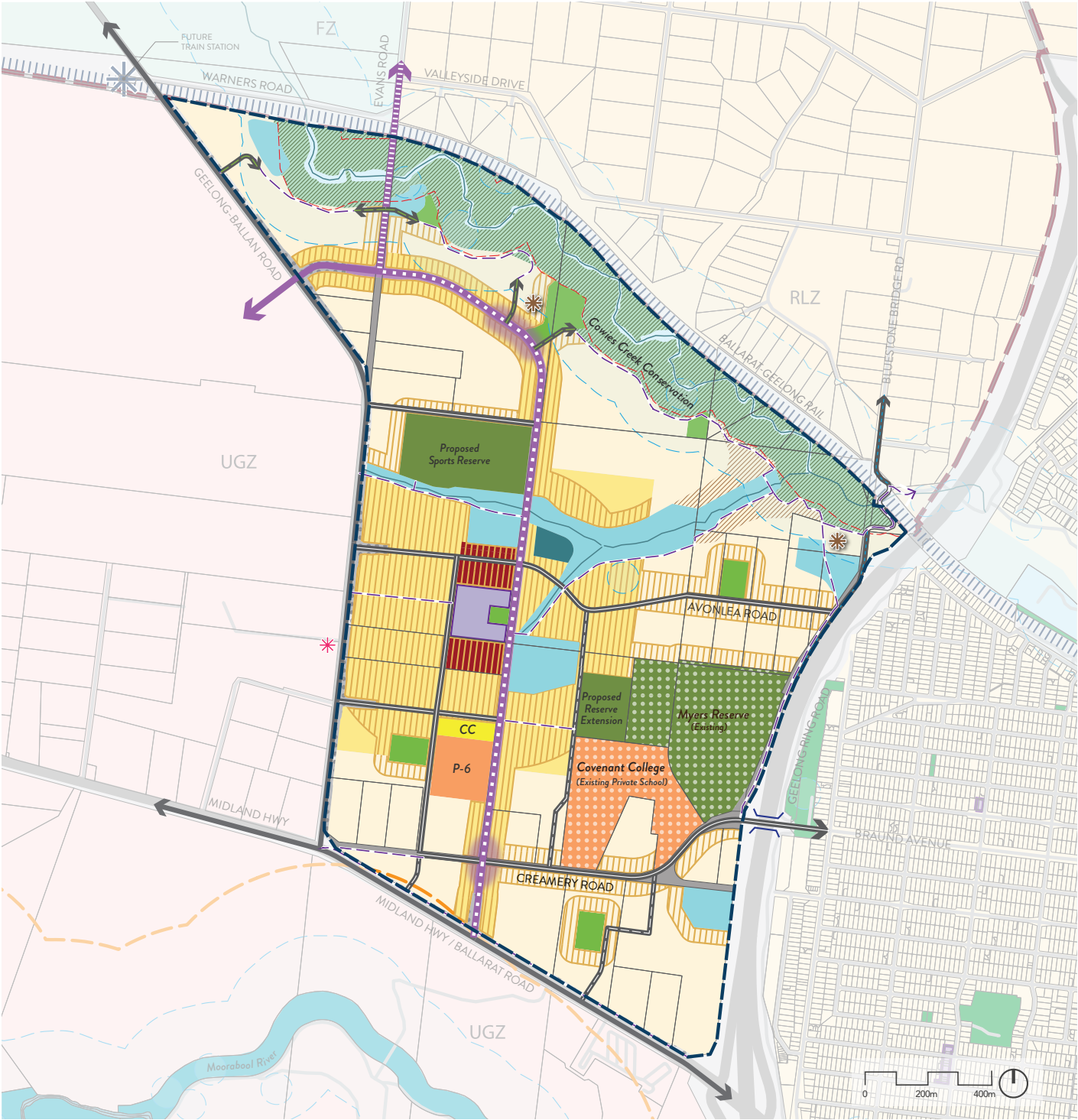
The DCP provides for the charging of a Development Infrastructure Levy ('DIL') pursuant to section 46J(a) of the Act towards works, services and facilities. It also provides for the charging of a Community Infrastructure Levy ('CIL') pursuant to section 46J(b) of the Act as some infrastructure projects funded by the DCP are classified as community infrastructure.

The DCP forms part of the Greater Geelong Planning Scheme pursuant to section 46I of the Act and is an incorporated document under the Schedule to Clause 72.04 of the Greater Geelong Planning Scheme.

The DCP is implemented through Schedule 11 to Clause 45.06 Development Contributions Plan Overlay (DCP11) of the Greater Geelong Planning Scheme which applies to the Main Catchment Area ('MCA') illustrated on [Plan 2](#).

P1. PLACE BASED PLAN FOR CREAMERY ROAD PRECINCT

To be updated - see Council Final Day Place Based Plan



LEGEND

Precinct Boundary

Parcel Boundary

Urban Growth Boundary

NAC Precinct Boundary

Railway Corridor

Potential Future Railway Station

Heritage Homestead

Emergency Hub (Indicative)

100m buffer to Cowies Creek

500m Quarry Buffer

Area of Cultural Sensitivity

Future Urban Structure

General Residential Zone (GRZ)

Residential Growth Zone (RGZ)

Mixed Use Zone (MUZ)

Local Convenience Centre (RGZ)

Neighbourhood Activity Centre (C1Z)

Amenity Area

Investigation area (subject to stormwater & geotechnical assessment)

Barwon Water Facility

Waterway and Drainage Asset

Early Years and Community Hub

P-6 Government Primary School

Existing Private School

Community Park

Proposed Sports Reserve

Existing Sports Reserve

Cowies Creek Conservation

Movement Network

Clever and Creative Corridor

Clever and Creative Corridor (Evans Road Variation)

Clever and Creative Boulevard

Key Pedestrian Street

Recreational Transport Links

Bridge

Future Road Infrastructure

Existing Road being retained

Arterial Road

Connector Road

Indicative Local Access Street

Conservation Interface Street

Bluestone Bridge Road

2.4 CREAMERY ROAD PRECINCT STRUCTURE PLAN

Geelong has been experiencing and planning for urban growth for many years. The Greater Geelong Settlement Strategy (August 2020) describes the long-term population growth forecasts and sets a strategic direction for where new houses for this increased population will be most appropriately delivered. The Northern and Western Framework Plan (2020) gave further direction to the future growth areas of Geelong and this direction was reviewed and further refined through the preparation of the Creamery Road PSP ('the PSP').

The PSP identifies approximately 210.220 hectares of land for urban development as illustrated on [Plan 1](#). The PSP sets out the vision for how land should be developed, describes the objectives to be achieved by the future

development and outlines projects required to support the future community. The need for the infrastructure set out in the DCP has been determined according to the anticipated development scenario as described in the PSP.

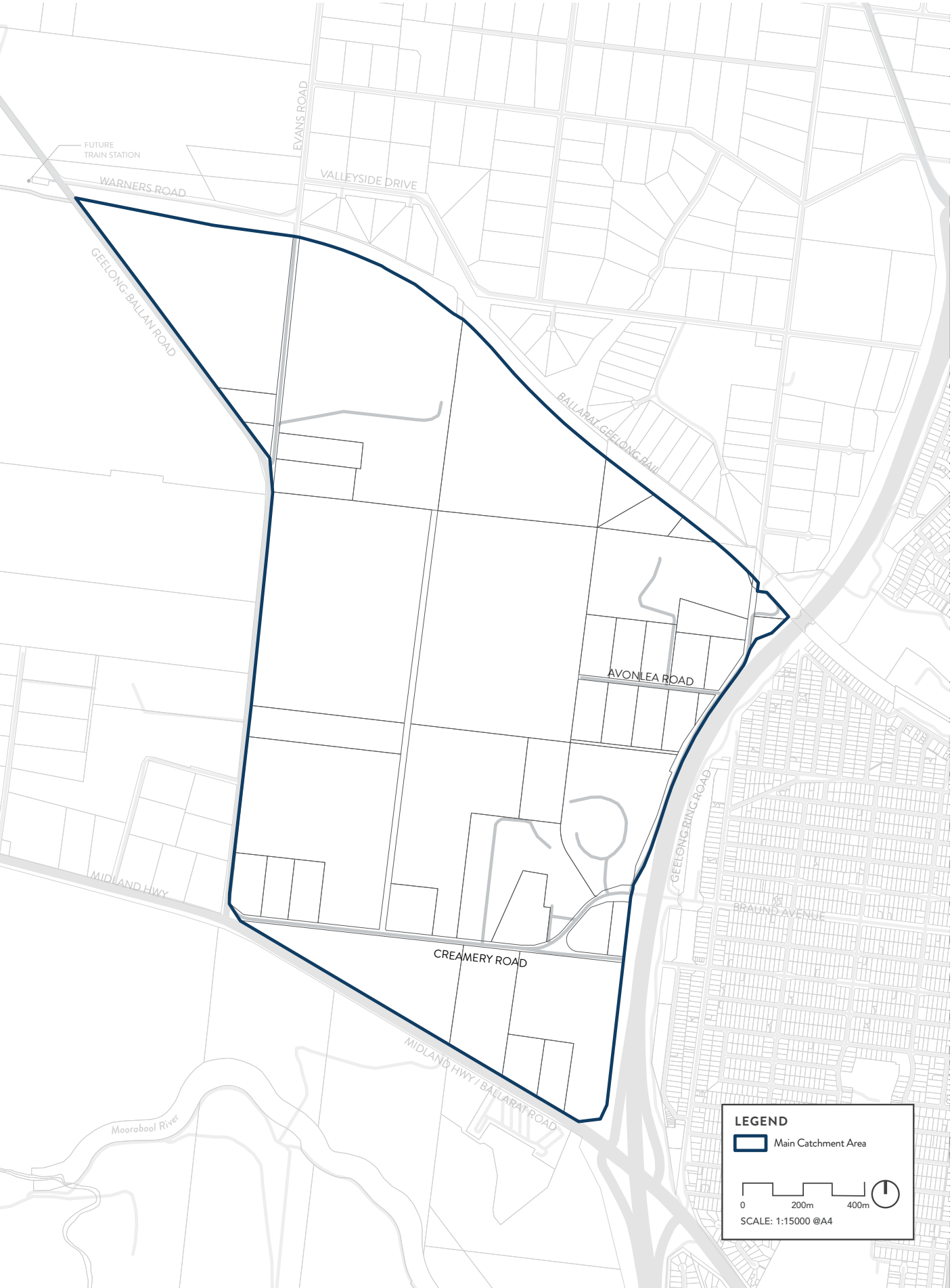
The DCP has a strong relationship to the PSP, as the PSP provides the rationale and justification for infrastructure items that have been included within the DCP. Accordingly, the DCP is an implementation-based planning tool which identifies the infrastructure items required by the new community and apportions the cost of this infrastructure in an equitable manner across the precinct. The PSP has been developed following a comprehensive planning process which establishes the future direction of development within the precinct.

2.5 THE AREA TO WHICH THE DEVELOPMENT CONTRIBUTIONS PLAN APPLIES

In accordance with section 46K(1)(a) of the Act, the DCP applies to land illustrated on [Plan 2](#); this area is known as the main catchment area ('MCA') or DCP area. The area shall be identified as DCP11 in the Greater Geelong Planning Scheme.

The DCP applies to 210.220 hectares net developable area of land.

P2. MAIN CATCHMENT AREA



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3

3.0 INFRASTRUCTURE PROJECT JUSTIFICATION

The Regional DCP Toolkit – *Development Contributions Information Manual (2020)* prepared by the Victorian Planning Authority defines the underlying principles of the DCP system as need, nexus, transparency and accountability. In practice, this means that:

1. Items can be included in a DCP if the proposed development of an area is likely to create the need for infrastructure by its future community. New development does not have to trigger the need for new items in its own right, and furthermore, an item can be included in a DCP regardless of whether it is within or outside the DCP area.
2. Items are assessed to ensure they have a relationship or nexus to the proposed development in the PSP. The cost apportionment methodology adopted in the DCP relies on the nexus principle. A new development is deemed to have a nexus with an item if it is expected to make use of that item.
3. Items (and their apportionment) included in the DCP have been determined on the basis of the development scenario as described in the PSP; the PSP supporting technical documents provide transparency on links to need, nexus and cost.

In addition, project justification for items in the DCP have been assessed against the following characteristics identified in the *Development Contributions Guidelines (2007)*:

- Are essential to the health, safety and wellbeing of the community.
- Will be used by a broad cross-section of the community.
- Reflect the vision and strategic aspirations expressed in the PSP.
- Are not recurrent items.
- Are the basis for the future development of an integrated network.

The Northern and Western Geelong Growth Areas Standing Advisory Committee Referral 1: Creamery Road Precinct Structure Plan Report - Volume 1 (May 2025) requires the DCP to outline explanation of how DCP items are assessed as “essential to the health, safety and wellbeing of the community.” Summary commentary is provided for each asset class in Sections 3.5, 3.6, 3.7 and 3.8.

3.1 ITEMS NOT INCLUDED IN THE DEVELOPMENT CONTRIBUTIONS PLAN (DEVELOPER WORKS)

Any items required for the development of the PSP that are not specifically funded through the DCP must be delivered as developer works. These works must be provided by developers as a part of the development of land pursuant to planning permits and/or pursuant to agreements with servicing agencies in implementing the PSP.

Developer works not funded by the DCP include:

- Connector streets and local streets (except where nominated in the DCP).
- Intersection works and traffic management measures along arterial roads, connector streets and local streets (except where nominated in the DCP).
- Local bus stop infrastructure.
- Landscaping of all existing and future roads and local streets.
- Local shared, pedestrian and bicycle paths along local streets, connector streets, utilities easements, waterways and within local parks including bridges, intersections, and barrier crossing points (except those where nominated in the DCP).
- All preparation earthworks associated with the local parks.
- Council approved fencing and landscaping along

arterial roads, the railway corridor and shared paths, as required.

- Bicycle parking.
- Appropriately scaled lighting along all roads, major shared and pedestrian paths, and traversing the open space network.
- Local street or path crossings of waterways, unless included in the DCP or outlined as the responsibility of an agency in the PSP.
- Infrastructure as required by utility services providers, including water, sewerage, electricity, gas and telecommunications.

The items listed above are considered to be normal to the construction of a development and are not considered to warrant cost sharing arrangements beyond those set out in the DCP.

They may be further addressed and defined by an agreement under Section 173 of the Act and/or conditions in planning permits.

Upgrade of the existing adjoining road network to an urban standard will be implemented through subdivision permit conditions to the satisfaction of the responsible authority, except where specified as a DCP project.

3.2 COMMUNITY INFRASTRUCTURE VS. DEVELOPMENT INFRASTRUCTURE

In accordance with the Act and the *Ministerial Direction on the Preparation and Content of Development Contributions Plans and Ministerial Reporting Requirements for Development Contributions Plans (April 2015)*, the DCP makes a distinction between ‘development’ and ‘community’ infrastructure. This distinction is imperative due to the type of levy applicable to the infrastructure item, which has relationship to the payment (time and responsibility) of the contribution.

The Community Infrastructure Levy (‘CIL’) is payable prior to the grant of a building approval (unless an alternative time is agreed between the City and a development proponent) and will be paid at a ‘per-dwelling’ rate.

The Act currently stipulates that the amount that may be contributed under a CIL is no more than \$1,530 per

dwelling for the 2025-2026 financial year. The Governor in Council may from time to time by Order published in the Government Gazette vary the maximum amount that may be imposed as the CIL.

If in the future the CIL is amended, then the levy applicable to the release of the remaining dwellings may be adjusted in accordance with the revised legislative and regulatory approach as directed by the Minister for Planning.

All other infrastructure projects are classified as development infrastructure projects, where contributions are collected under the Development Infrastructure Levy (‘DIL’) and payable by developers at the time of subdivision. If subdivision is not applicable, payments must be made prior to construction of buildings and works.

3.3 PROJECT IDENTIFICATION

The DCP uses a project identification system of project category and sequential number in its tables and plans.

The following types of project categories are included in the DCP:

INFRASTRUCTURE			
CATEGORY	TYPE	CODE	LEVY
Transport	Roads and culverts	RD	DIL
	Intersections	IN	DIL
	Shared user paths and trails	TR	DIL
	Bridges	BR	DIL
Open Space	Active open space – sports reserve	OS	DIL
	Sports reserve pavilion	OS	CIL
Community	Community facilities	CF	CIL
Drainage	Constructed waterway works	DR	DIL
	Ephemeral waterway works	DR	DIL
	Wetland and retarding basin	DR	DIL
	Gross pollutant traps	DR	DIL
Land	Land	L	DIL

3.4 PROJECT TIMING

Each item in the DCP has an assumed indicative provision trigger specified in Tables 2–5. The timing of the provision and the items in the DCP are consistent with information available at the time the DCP was prepared.

The City is the Development Agency as well as the Collecting Agency and will monitor and assess the required timing for individual items and have regard to its capital works program.

The Collecting Agency may consider alternatives to the priority delivery of works or land where:

- Infrastructure is to be constructed / provided by development proponents as works or land in kind, as agreed by the Collecting Agency;

- Network priorities require the delivery of works or land to facilitate broader road network connections; and
- Community needs determine the delivery of works or land for open space and associated facilities.

All items in the DCP will be provided as soon as is practicable and as soon as sufficient contributions are available, consistent with Section 4 and acknowledging the Development Agency’s capacities to provide the balance of funds not recovered by the DCP.

Contributions are to be made by developers at the time of subdivision. If subdivision is not applicable payments must be made prior to construction of buildings and works (refer to section 5.1).

3.5 TRANSPORT PROJECTS

The PSP outlines an expanded urban structure intended to support the future residential growth of the precinct, including connector streets, and local streets on a grid adjusted to meet the existing constraints of the area. Where the precinct requires a new or upgraded intersection on the periphery of the Creamery Road Precinct, the costs associated with the intersection have been included in the DCP and apportioned accordingly.

The Stantec Select Link Analysis (March 2023) identifies Creamery Road use apportionment to the future Batesford South PSP Bridge project which is included in this DCP.

Shared user paths that serve the broader movement and access network in the Creamery Road precinct are included in the DCP where they are associated with other DCP infrastructure items (specifically, linear open spaces and drainage items). A pedestrian bridge is also included in the DCP to promote safe active travel over Geelong Ring Road.

The transport projects identified in the DCP also include:

- Signals only for primary intersections along the Clever and Creative Boulevard.
- Provision of land allocation to facilitate road widening projects on Midland Highway and Geelong-Ballan Road.

- Apportionment to the future Batesford South PSP bridge and Bluestone Bridge Road underpass projects.

These projects are described in *Table 2* and shown in [Plan 3](#). Projects are considered essential to the health, safety and wellbeing of the community as they:

- Support safe transit on key corridors with increased traffic volumes; without appropriate intersection and road upgrades there is increased high risk of traffic incidents.
- Enable and encourage active transport movements which provides significant health and wellbeing opportunity for future residents.
- Enable and encourage use of public transport; reduces car dependence and volumes to improve safety on the road network, provides for future residents who do not have private car ownership.

T2. TRANSPORT DCP PROJECTS AND LAND

DCP PROJECT ID	PROJECT DESCRIPTION	INDICATIVE PROVISION TRIGGER	STRATEGIC JUSTIFICATION
DI_BR_01	DELIVERY of Batesford South PSP bridge (arterial road - Lynnburn Road over Moorabool River) - interim bridge for arterial road extension of Lynnburn Road over Moorabool River (BR-01)	To be determined by the Batesford South PSP (when developed).	Stantec CRPSP Review of NWGGA Bridges Report (July 2024)
DI_BR_02	DELIVERY of Bluestone Bridge Road underpass upgrade and shared path connection -install traffic signals to allow one way movements and shared path (recreational transport link) connection	Concurrent to the completion of conservation works in the Cowies Creek Worneenanyook Masterplan Area delineated by properties 14 and 22 in the Creamery Road Place Based Plan.	GHD Bluestone Bridge Road Options Assessment Report (April 2023)
DI_BR_04	DELIVERY of Creamery Road Pedestrian Bridge over Geelong Ring Road - active travel upgrade to existing bridge on Creamery Road over the Geelong Ring Road (BR-04)	30% of dwellings in Creamery Road Precinct constructed.	Stantec CRPSP Review of NWGGA Bridges Report (July 2024)
DI_IN_01	DELIVERY of intersection Geelong - Ballan Road and North-South CCC (IN-01)	The first subdivision requiring the intersection delivery.	Stantec CRPSP Transport Concept Designs and OPC Report (May 2024) and CRPSP SIDRA Modelling Report (April 2024)
DI_IN_03	DELIVERY of intersection Geelong - Ballan Road and East-West Connector Road (IN-03)	The first subdivision requiring the intersection delivery.	Stantec CRPSP Transport Concept Designs and OPC Report (May 2024) and CRPSP SIDRA Modelling Report (April 2024)
DI_IN_04	DELIVERY of intersection Geelong - Ballan Road and East-West Connector Road (IN-04)	The first subdivision requiring the intersection delivery.	Stantec CRPSP Transport Concept Designs and OPC Report (May 2024) and CRPSP SIDRA Modelling Report (April 2024)
DI_IN_05	DELIVERY of intersection Geelong - Ballan Road and Midland Hwy (IN-05)	50% of dwellings in Creamery Road Precinct constructed.	Stantec CRPSP Transport Concept Designs and OPC Report (May 2024), CRPSP SIDRA Modelling Report (April 2024), Northern & Western Geelong Growth Areas SAC Referral 1 - Volume 2 Report (June 2025), – Minister for Planning – Direction to Council re: Northern and Western Geelong Growth Areas Standing Advisory Committee Referral 1 Report Volume 2 (November 2025).

DCP PROJECT ID	PROJECT DESCRIPTION	INDICATIVE PROVISION TRIGGER	STRATEGIC JUSTIFICATION
DI_IN_05_L	LAND for intersection Geelong-Ballan Road and Midland Hwy	The first subdivision requiring the associated road section.	Stantec CRPSP Transport Concept Designs and OPC Report (May 2024), CRPSP SIDRA Modelling Report (April 2024), Northern & Western Geelong Growth Areas SAC Referral 1 - Volume 2 Report (June 2025), – Minister for Planning – Direction to Council re: Northern and Western Geelong Growth Areas Standing Advisory Committee Referral 1 Report Volume 2 (November 2025).
DI_IN_06	DELIVERY of intersection North-South CCB and Midland Hwy (IN-06)	The first subdivision requiring the intersection delivery.	Stantec CRPSP Transport Concept Designs and OPC Report (May 2024) and CRPSP SIDRA Modelling Report (April 2024)
DI_IN_07	DELIVERY of intersection North-South CCB and Key Local Road - SIGNALS ONLY (IN-07)	The first subdivision requiring the intersection delivery.	Stantec CRPSP Transport Concept Designs and OPC Report (May 2024) and CRPSP SIDRA Modelling Report (April 2024)
DI_IN_09	DELIVERY of intersection North-South CCB and Connector Road - SIGNALS ONLY (IN-09)	The first subdivision requiring the intersection delivery.	Stantec CRPSP Transport Concept Designs and OPC Report (May 2024) and CRPSP SIDRA Modelling Report (April 2024)
DI_IN_12	DELIVERY of intersection North-South CCC and Evans Road - SIGNALS ONLY (IN-12)	The first subdivision requiring the intersection delivery.	Stantec CRPSP Transport Concept Designs and OPC Report (May 2024) and CRPSP SIDRA Modelling Report (April 2024)
DI_RD_01	DELIVERY of culvert and roadworks - Cowies Creek under Evans Road (CU-02)	Concurrent with the construction of Evans Road.	Stantec CRPSP Transport Concept Designs and OPC Report (May 2024) and CRPSP SIDRA Modelling Report (April 2024)
DI_RD_02_L	LAND for Geelong-Ballan Road widening (LA-02)	The first subdivision requiring the associated road section.	Stantec CRPSP Transport Concept Designs and OPC Report (May 2024), CRPSP SIDRA Modelling Report (April 2024), Northern & Western Geelong Growth Areas SAC Referral 1 - Volume 2 Report (June 2025), – Minister for Planning – Direction to Council re: Northern and Western Geelong Growth Areas Standing Advisory Committee Referral 1 Report Volume 2 (November 2025).
DI_RD_03_L	LAND for Midland Road widening (LA-03)	The first subdivision requiring the associated road section.	Stantec CRPSP Transport Concept Designs and OPC Report (May 2024), CRPSP SIDRA Modelling Report (April 2024), Northern & Western Geelong Growth Areas SAC Referral 1 - Volume 2 Report (June 2025), – Minister for Planning – Direction to Council re: Northern and Western Geelong Growth Areas Standing Advisory Committee Referral 1 Report Volume 2 (November 2025).
DI_TR_01	DELIVERY of shared path along DI_DR_10 reserve (WW-01-SP)	Concurrent with construction of DI_DR_10.	PMP Urbanists Creamery Road Movement and Place Classification Final Report (July 2024)
DI_TR_02	DELIVERY of shared path along boundary of DI_DR_01 (WW-02-SP)	Concurrent with construction of DI_DR_01.	PMP Urbanists Creamery Road Movement and Place Classification Final Report (July 2024)

P3. TRANSPORT DCP PROJECTS AND LAND



3.6 DRAINAGE PROJECTS

The DCP includes funding for the construction and land of drainage infrastructure deemed necessary to appropriately retard and treat stormwater flows from new urban development, in accordance with the best practice principles to the satisfaction of the Responsible Authority and the Corangamite Catchment Management Authority.

In summary the drainage projects include:

- Land for and construction of wetlands, sediment basins and waterways (does not include land that is already encumbered).
- Channel works.
- Piped drains and gross pollutant traps.

These projects are described in [Table 3](#) and shown in [Plan 4](#). Projects are considered essential to the health, safety and wellbeing of the community as they:

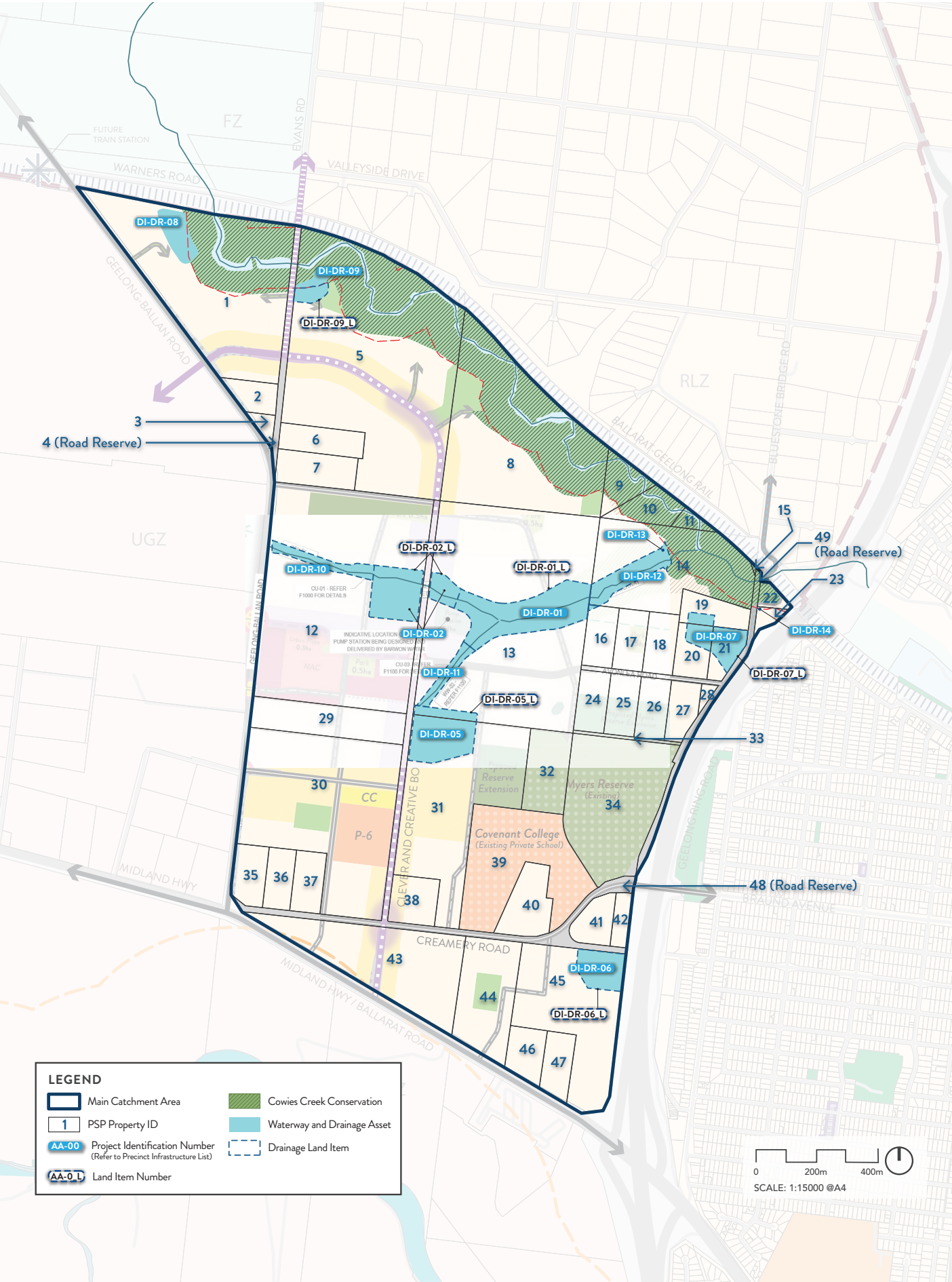
- Play a fundamental role in reducing future flood opportunity and impact to the new residents of the Precinct.
- Provide amenity to the urban development to support use of the shared path network and local open spaces, encouraging physical activity to improve wellbeing.

T3. DRAINAGE DCP PROJECTS AND LAND

DCP PROJECT ID	PROJECT DESCRIPTION	INDICATIVE PROVISION TRIGGER	STRATEGIC JUSTIFICATION
DI_DR_01	DELIVERY of Wetland Retarding Basin No.1 (WLRB-01)	Short term. Outfall into DI_DR_12 and Conservation are which must be completed first.	Water Technology Drainage Strategy Peer Review Report (October 2025)
DI_DR_01_L	LAND for Wetland Retarding Basin No.1	Short term. Can be provided with first sub-division.	Water Technology Drainage Strategy Peer Review Report (October 2025)
DI_DR_02	DELIVERY of Wetland Retarding Basin No.2 (WLRB-02)	Short term. Must be functioning before contributing sub-catchments and upstream catchment can develop and after DI_DR_01 is functioning.	Water Technology Drainage Strategy Peer Review Report (October 2025)
DI_DR_02_L	LAND for Wetland Retarding Basin No.2	Short term. Can be provided with first sub-division.	Water Technology Drainage Strategy Peer Review Report (October 2025)
DI_DR_05	DELIVERY of Wetland Retarding Basin No.5 (WLRB-05)	Short term. Must be functioning before contributing sub-catchments can develop and after DI_DR_01 and DI_DR_11 is functioning.	Water Technology Drainage Strategy Peer Review Report (October 2025)

DCP PROJECT ID	PROJECT DESCRIPTION	INDICATIVE PROVISION TRIGGER	STRATEGIC JUSTIFICATION
DI_DR_05_L	LAND for Wetland Retarding Basin No.5	Short term. Can be provided with first sub-division.	Water Technology Drainage Strategy Peer Review Report (October 2025)
DI_DR_06	DELIVERY of Wetland Retarding Basin No.6 (WLRB-06)	Short term. Must be functioning before contributing sub-catchments can develop and after outfall is functioning.	Water Technology Drainage Strategy Peer Review Report (October 2025)
DI_DR_06_L	LAND for Wetland Retarding Basin No.6	Short term. Can be provided with first sub-division.	Water Technology Drainage Strategy Peer Review Report (October 2025)
DI_DR_07	DELIVERY of Wetland Retarding Basin No.7 (WLRB-07)	Short term. Must be functioning before contributing sub-catchments can develop and after outfall to Cowies Creek through conservation area is functioning.	Water Technology Drainage Strategy Peer Review Report (October 2025)
DI_DR_07_L	LAND for Wetland Retarding Basin No.7	Short term. Can be provided with first sub-division.	Water Technology Drainage Strategy Peer Review Report (October 2025)
DI_DR_08	DELIVERY of Wetland Retarding Basin No.8 (WLRB-08)	Short term. Must be provided before the contributing sub-catchment can develop and after conservation zone works and outfall to Cowies Creek is established.	Water Technology Drainage Strategy Peer Review Report (October 2025)
DI_DR_09	DELIVERY of Wetland Retarding Basin No.9, Sediment Basin, Bioretention Basin and Growing Grass Frog Pond (WLRB-09/SRB-09)	Short term. Must be provided before the contributing sub-catchment can develop and after conservation zone works and outfall to Cowies Creek is established.	Water Technology Drainage Strategy Peer Review Report (October 2025)
DI_DR_09_L	LAND for Wetland Retarding Basin No.9	Short term. Can be provided with first sub-division.	Water Technology Drainage Strategy Peer Review Report (October 2025)
DI_DR_10	DELIVERY of Waterway No.1 (WW-01)	Short term. Must be provided with DI_DR_02 sub-catchments and before upstream catchment can develop.	Water Technology Drainage Strategy Peer Review Report (October 2025)
DI_DR_11	DELIVERY of Waterway No.2 (WW-02)	Short term. Must be provided before DI_DR_05 sub-catchment can develop and after DI_DR_01 is functioning.	Water Technology Drainage Strategy Peer Review Report (October 2025)
DI_DR_12	DELIVERY of Ephemeral Waterway (EW-01)	Short term. Must be provided before upstream catchment can develop and after conservation zone works and outfall to Cowies Creek is established.	Water Technology Drainage Strategy Peer Review Report (October 2025)
DI_DR_13	DELIVERY of Gross Pollutant Trap 1 (GPT-01)	Long term. Water quality objectives meet through delivery of all other WLRBs in precinct.	Water Technology Drainage Strategy Peer Review Report (October 2025)
DI_DR_14	DELIVERY of Gross Pollutant Trap 2 (GPT-02)	Long term. Water quality objectives meet through delivery of all other WLRBs in precinct.	Water Technology Drainage Strategy Peer Review Report (October 2025)

P4. DRAINAGE DCP PROJECTS AND LAND



3.7 OPEN SPACE PROJECTS

The works and land associated with two active open space reserves are included in the DCP, as determined by provision analysis.

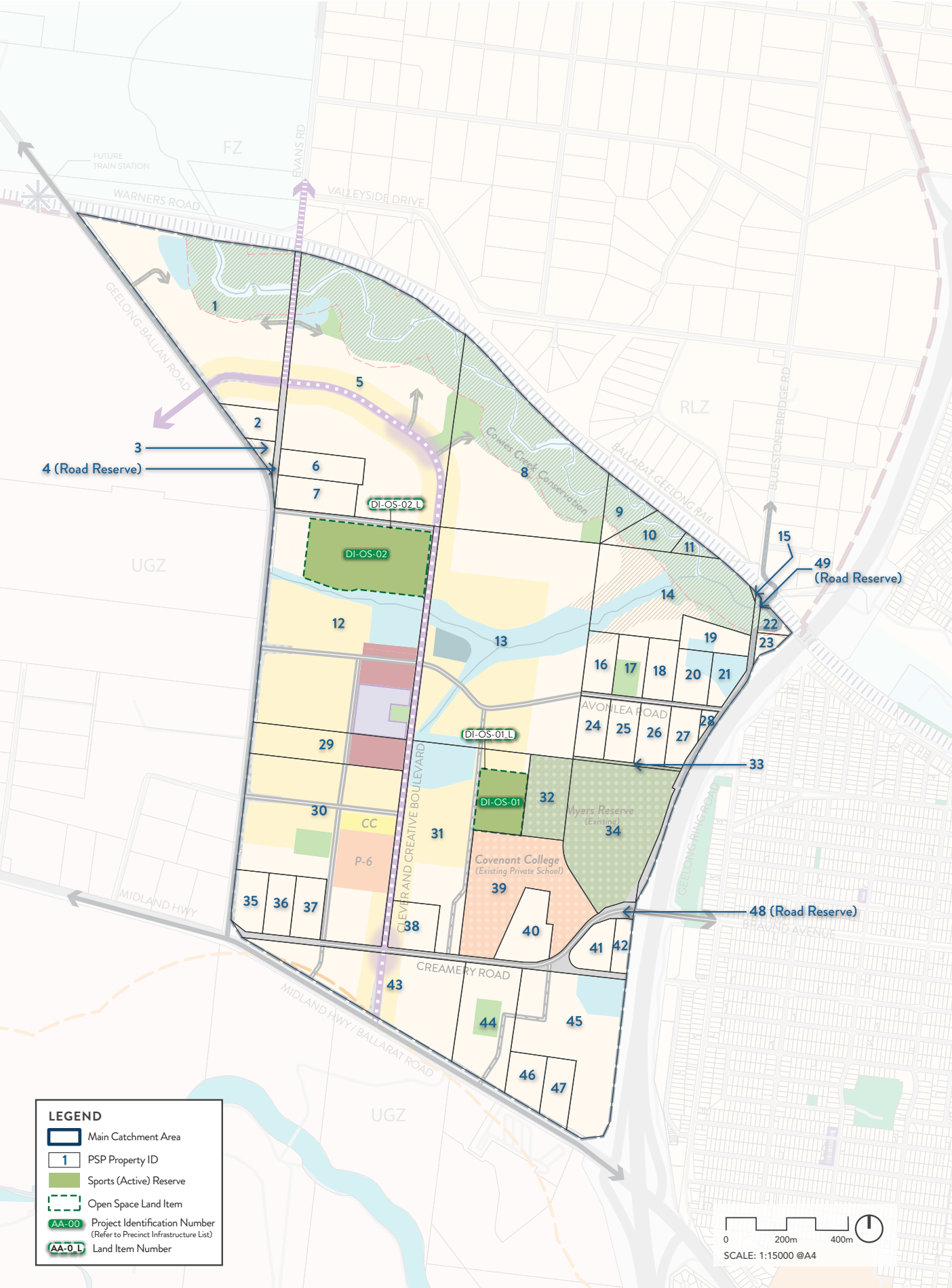
The land associated with the local parks will not be included in the DCP, instead the open space land requirements will be included within Schedule 1 of 53.01 of the Greater Geelong Planning Scheme and subject to equalisation within the Creamery Road PSP.

The open space projects funded by the DCP described in Table 4 and are shown on [Plan 5](#). Projects are considered essential to the health, safety and wellbeing of the community as they enable and encourage participation in physical activity and volunteerism in community clubs, both which have significant positive impact on health and wellbeing.

T4. OPEN SPACE DCP PROJECTS AND LAND

DCP PROJECT ID	PROJECT DESCRIPTION	INDICATIVE PROVISION TRIGGER	STRATEGIC JUSTIFICATION
DI_OS_01	DELIVERY of Myers Reserve Extension (SR-01)	Prior to 30 per cent of dwellings delivered in Creamery Road Precinct, or as required according to demand levels and subject to DCP funding.	TAP Consulting NWGGA Social Infrastructure Report (November 2018) and HillPDA NWGGA Social Infrastructure and Open Space DCP Costings and Peer Review (June 2024), City of Greater Geelong Creamery Road PSP Open Space Network Report (October 2025) and SGS Peer Review: CRPSP Open Space Network (September 2025)
DI_OS_01_L	LAND for Myers Reserve Extension (SR-01-LA-P31)	At time of subdivision, as required according to demand levels and subject to DCP funding.	TAP Consulting NWGGA Social Infrastructure Report (November 2018) and HillPDA NWGGA Social Infrastructure and Open Space DCP Costings and Peer Review (June 2024), City of Greater Geelong Creamery Road PSP Open Space Network Report (October 2025) and SGS Peer Review: CRPSP Open Space Network (September 2025)
DI_OS_02	DELIVERY of Northern Sports Reserve (SR-02)	Prior to 60 per cent of dwellings delivered in Creamery Road Precinct, or as required according to demand levels and subject to DCP funding.	TAP Consulting NWGGA Social Infrastructure Report (November 2018) and HillPDA NWGGA Social Infrastructure and Open Space DCP Costings and Peer Review (June 2024), City of Greater Geelong Creamery Road PSP Open Space Network Report (October 2025) and SGS Peer Review: CRPSP Open Space Network (September 2025)
DI_OS_02_L	LAND for Northern Sports Reserve (SR-02-LA-P12)	At time of subdivision, as required according to demand levels and subject to DCP funding.	TAP Consulting NWGGA Social Infrastructure Report (November 2018) and HillPDA NWGGA Social Infrastructure and Open Space DCP Costings and Peer Review (June 2024), City of Greater Geelong Creamery Road PSP Open Space Network Report (October 2025) and SGS Peer Review: CRPSP Open Space Network (September 2025)

P5. OPEN SPACE DCP PROJECTS AND LAND



3.8 COMMUNITY PROJECTS

The works and land associated with one Early Years and Community Hub is included in the DCP, as determined by provision analysis.

The DCP also includes CIL contributions towards delivery of a sports pavilion to service future users of the Northern Active Open Space Reserve and the McCanns Lane Cultural Hub.

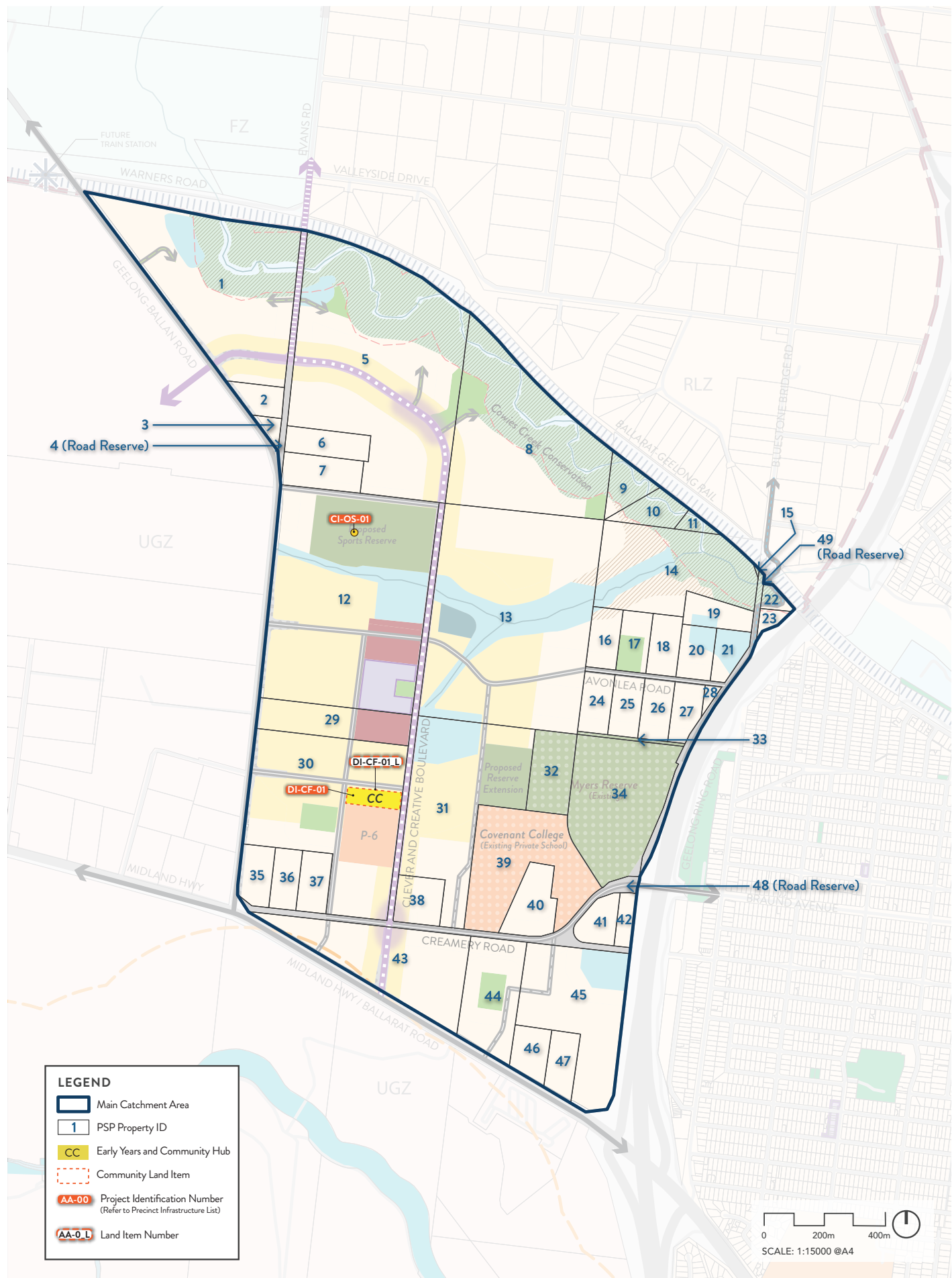
The community projects funded by the DCP are described in [Table 5](#) shown on [Plan 6](#). Projects are considered essential to the health, safety and wellbeing of the community as they:

- Provide services such as maternal and child health, early years education and library, whereby local access for future young families is considered essential to promote healthy growth and development.
- Provide access to supporting amenities required when participating in structured physical activity; assists to enable and encourage participation.

T5. COMMUNITY DCP PROJECTS AND LAND

DCP PROJECT ID	PROJECT DESCRIPTION	INDICATIVE PROVISION TRIGGER	STRATEGIC JUSTIFICATION
DI_CF_01	DELIVERY of Creamery Road Early Years and Community Hub (CF-01)	Prior to 3 per cent of dwellings delivered in Creamery Road Precinct, or as required according to demand levels and subject to DCP funding.	TAP Consulting NWGGA Social Infrastructure Report (November 2018) and HillPDA NWGGA Social Infrastructure and Open Space DCP Costings and Peer Review (June 2024)
DI_CF_01_L	LAND for Creamery Road Early Years and Community Hub	At time of subdivision, as required according to demand levels and subject to DCP funding.	TAP Consulting NWGGA Social Infrastructure Report (November 2018) and HillPDA NWGGA Social Infrastructure and Open Space DCP Costings and Peer Review (June 2024)
CI_CF_ML_01	DELIVERY of McCanns Lane Cultural Hub incl Library and Museum (CF-ML-01)	Prior to 80 per cent of dwellings delivered in Western Geelong Growth Area, or as required according to demand levels and subject to DCP funding.	TAP Consulting NWGGA Social Infrastructure Report (November 2018) and HillPDA NWGGA Social Infrastructure and Open Space DCP Costings and Peer Review (June 2024)
CI_OS_01	DELIVERY of Northern Sports Reserve Pavilion	Concurrent with construction of DI_OS_02.	TAP Consulting NWGGA Social Infrastructure Report (November 2018) and HillPDA NWGGA Social Infrastructure and Open Space DCP Costings and Peer Review (June 2024)

P6. COMMUNITY DCP PROJECTS AND LAND



CALCULATION OF CONTRIBUTIONS

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4.1 CALCULATION OF NET DEVELOPABLE AREA, CHARGE AREAS AND DEMAND UNITS

The following section sets out how the net developable area (NDA) is calculated and outlines the development projections anticipated in the Precinct.

4.1.1 NET DEVELOPABLE AREA (NDA)

In the DCP, all development infrastructure contributions are payable on the NDA of land on any given development site. Calculations of NDA for each individual property is outlined in the property-specific land budget included at [Appendix A](#).

For the purposes of the DCP the NDA is defined as the total amount of land within the precinct that is made available for development. It is the total precinct area minus community facilities, educational facilities, open space and encumbered land. NDA includes any land for lots, housing and employment buildings, all local streets (including some connector streets), and any small parks defined at subdivision stage that are in addition to those outlined in the PSP.

[Table 6](#) identifies a summary land budget of the Creamery Road Precinct, which identifies a total of 210.220 hectares of NDA.

The contributions ‘per net developable hectare’ must not and will not be amended to responses to minor changes to the land budget that may result from the subdivision process. In other words, the DCP is permanently linked to the calculation of the NDA set out in [Appendix A](#).

The NDA may only change if the collecting agency agrees to a variation to the summary land use budget ([Table 6](#)) and the detailed property-specific land budget ([Appendix A](#)) and associated tables.

Additional text:
If the NDA for any specific parcel ID as set out in Appendix A is increased as a result of changes to the PSP design and/or land use variation approved collecting agency – the responsible authority may require the land owner to enter into an agreement under section 173 of the Planning and Environment Act 1987 for payment of for the additional net developable area at the contributions ‘per net developable hectare’ applicable at the time of any permit application.

T6. SUMMARY LAND USE BUDGET

All highlighted sections subject to change

DESCRIPTION	HECTARES	% OF PRECINCT	% OF NDA
TOTAL PRECINCT AREA	344.566	100%	
TRANSPORT			
Existing Road Being Retained	11.244	3.26%	5.35%
Intersection Extent	3.713	1.08%	1.77%
Intersection Extent (DCP Land)	0.346	0.10%	0.16%
Road Widening (DCP Land)	1.741	0.51%	0.83%
SUBTOTAL TRANSPORT	17.044	4.95%	8.11%
COMMUNITY & EDUCATION			
Existing Non-Government School	11.611	3.37%	5.52%
Proposed Early Years and Community Hub (DCP Land)	1.000	0.29%	0.48%
Proposed Government School	3.500	1.02%	1.66%
SUB TOTAL COMMUNITY & EDUCATION	16.111	4.68%	7.66%
OPEN SPACE			
UNCREDITED (ENCUMBERED) OPEN SPACE			
Barwon Water Facilities	1.000	0.29%	0.48%
Cowies Creek Conservation Reserve	42.045	12.20%	20.00%
Drainage	5.282	1.53%	2.51%
Drainage (DCP Land)	13.380	3.88%	6.36%
Existing AOS (Myers Reserve)	17.316	5.03%	8.24%
Waterway	3.997	1.16%	1.90%
SUB TOTAL UNCREDITED OPEN SPACE	83.020	24.09%	39.49%
CREDITED OPEN SPACE			
Active Open Space (DCP Land)	11.891	3.45%	5.66%
Local Open Space	6.280	1.82%	2.99%
SUB TOTAL CREDITED OPEN SPACE	18.171	5.27%	8.64%

NET DEVELOPABLE AREA (NDA)	
NAC	2.700
Mixed Use Zone	4.272
Residential Growth Zone	4.102
Residential Growth Zone and Amenity area	61.835
General Residential Zone	104.472
General Residential Zone and Amenity area	28.102
Independent Drainage Solution to be Investigated - Indicative	4.737
TOTAL NET DEVELOPABLE AREA (NDA)	210.220

NOTE:

The summary land budget included in this table clearly sets out the NDA for the PSP. The NDA will not be amended to respond to minor changes to land budgets that may result from the subdivision process for any other reason than those stated above, unless the variation is agreed to by the collecting agency.

4.1.2 LAND BUDGET AND DEMAND UNITS

The 'net developable area' is the demand unit for the DCP.

Development is defined to include all forms of development, including residential subdivision, development within centres and employment areas. Development includes any non-residential uses within the charge area 1 such as place of worship, education centre, retirement village, nursing home, childcare centre, medical centre, convenience store or any other approved use.

A DIL is not charged on exempt development as determined by the Ministerial Direction on the Preparation and Content of Development Contribution Plans and

Ministerial Reporting Requirements for Development Contributions Plans (April 2025) which specifies that a DCP must not impose a DIL or a CIL in respect of the development of land for:

- A non-government school; or
- Housing provided by or on behalf of the Chief Executive Officer of Homes Victoria; or
- A small second dwelling.

The DCP contains a total of 210.220 net developable hectares.

T7. DEMAND UNITS AND CHARGE AREA

CHARGE AREA	DEVELOPMENT INFRASTRUCTURE LEVY (HA)	COMMUNITY INFRASTRUCTURE LEVY (DWELLINGS)
Charge Area 1	210.220	4204
TOTAL	210.220	4204

4.2 CALCULATION OF CONTRIBUTIONS

4.2.1

CALCULATION OF PROJECT COSTS

All highlighted sections subject to change

Each infrastructure project has been assigned a land and/or construction cost, as listed in Table 8 and Table 9. Project costs have been determined by the list below. The costs are expressed in 2025 dollars and will be adjusted annually in accordance with the method specified in Section 5.2.

CHARGE AREA	DEVELOPMENT INFRASTRUCTURE LEVY (HA)
Transport	- Stantec NWGGA Bridge Review Final (July 2024) - Stantec Concept Design and Opinion of Probable Costs Report (May 2024) - GHD Bluestone Bridge Road Preferred Option Report Final (July 2023) - City of Greater Geelong Intersection Costings (October 2025) – in conjunction with Creo Consulting - City of Greater Geelong Active Transport Costings (July 2024)
Open Space	- Zinc Cost Management Myers Reserve Extension and Northern Sports Reserve Cost Plan (September 2025) - Zinc Cost Management Northern Sports Reserve Cost Plan (October 2025)
Community	- Hill PDA NWGGA Social Infrastructure and Open Space Development Contributions Plan Peer Review and Costing (June 2024) - City of Greater Geelong Revised Community Infrastructure Costings (September 2025)
Drainage	Water Technology Drainage Strategy Peer Review Report: Creamery Road PSP Revised Drainage Strategy Review (October 2025)
Planning	Consultant fees incurred.

4.2.2 ESTIMATE OF LAND VALUE

LAND INTERNAL TO THE DCP

The area of land to be acquired for each DCP project on each property was identified from the property specific land budget prepared for the PSP. A description of the land was provided to Urbis as a registered valuer to prepare an estimate of value.

A value for each infrastructure project comprising land is then included in the DCP. The estimates of value were prepared using the Public Land Equalisation Method (PLEM). The Public Land Equalisation Method calculates the average public land contribution required for the PSP (expressed as a percentage of NDA). The land required for each property is also calculated and compared against the average.

Public land contributions on a property that are less than or equal to the precinct average have an estimate of value using a per property broad hectare method. Any component of public land contributions that exceed the precinct average have an estimate of value using a site-specific method. For more information, refer to the Infrastructure Contributions Plan Guidelines October 2016 as published by the Department of Environment, Land, Water and Planning.

PER PROPERTY BROADHECTARE ESTIMATE OF VALUE

The per property broad hectare estimate of value prepared for each individual property assumes the unencumbered, highest and-best use as indicated by the PSP.

The estimates of value are prepared on a ‘Before and After’ basis where:

- The ‘Before’ assessment is based on the total developable area of each property and ignores the land and infrastructure items to be provided by the DCP. Any development that occurs subsequent to the approval of the DCP is ignored for the purpose of the valuation.
- The ‘After’ assessment comprises the remaining portion of each property after all land required by the DCP has been provided. Severance or enhancement, disturbance, special value etc. are ignored for the purpose of the ‘after’ valuation.

SITE SPECIFIC VALUE ESTIMATE

The site-specific approach prepares an estimate of value for each separate infrastructure item. For example, if a landowner has land identified for a road widening, a community centre and a local sports reserve, a site-specific estimate of value would be prepared for all three items separately.

Site specific estimates of value generally assume that the land identified can be sold as serviced development lots, i.e. street frontages etc have already been constructed, therefore the land has a lower expected development cost.

4.2.3 DCP AND PSP PREPARATION

In addition to the items described above, the costs incurred by the City in preparing the DCP and PSP have also been included as a project. Costs incurred include fees for the preparation of background documents, concept designs and cost estimates.

4.2.4 MAIN CATCHMENT AREA

The main catchment area is the geographic area from which a given item of infrastructure will draw most of its use. The DCP includes one main catchment area, which is the same as the precinct area and illustrated in [Plan 2](#). It is important to note that the number of net developable hectares (that is the demand units) in the main catchment area is based on the land budgets in [Table 6](#) and [Appendix A](#).

T8. CALCULATION OF COSTS – DEVELOPMENT INFRASTRUCTURE LEVY (DIL)

All highlighted sections
subject to change

Demand units
may increase,
affecting levy
per hectare.

TRANSPORT PROJECTS

DCP PROJECT ID	PROJECT DESCRIPTION	INFRASTRUCTURE TYPE	DELIVERY TYPE	LAND AREA	PROJECT COST	EXTERNAL APPORTION- MENT	PROJECT COST TO MCA	DEMAND UNITS	LEVY PER HA
DI_BR_01	DELIVERY of Batesford South PSP bridge (arterial road - Lynnburn Road over Moorabool River) - interim bridge for arterial road extension of Lynnburn Road over Moorabool River (BR-01)	Development	Construction		\$27,066,269.00	92.20%	\$2,111,168.98	210.220	\$10,042.66
DI_BR_02	DELIVERY of Bluestone Bridge Road underpass upgrade and shared path connection -install traffic signals to allow one way movements and shared path (recreational transport link) connection	Development	Construction		\$2,112,096.20	70.46%	\$623,913.22	210.220	\$2,967.91
DI_BR_04	DELIVERY of Creamery Road Pedestrian Bridge over Geelong Ring Road - active travel upgrade to existing bridge on Creamery Road over the Geelong Ring Road (BR-04)	Development	Construction		\$2,087,687.00		\$2,087,687.00	210.220	\$9,930.96
DI_IN_01	DELIVERY of intersection Geelong - Ballan Road and North-South CCC (IN-01)	Development	Construction		\$10,138,209.00	50.00%	\$5,069,104.50	210.220	\$24,113.33
DI_IN_03	DELIVERY of intersection Geelong - Ballan Road and East-West Connector Road (IN-03)	Development	Construction		\$10,222,981.00	50.00%	\$5,111,490.50	210.220	\$24,314.96
DI_IN_04	DELIVERY of intersection Geelong - Ballan Road and East-West Connector Road (IN-04)	Development	Construction		\$10,630,423.00	50.00%	\$5,315,211.50	210.220	\$25,284.04
DI_IN_05	DELIVERY of intersection Geelong - Ballan Road and Midland Hwy (IN-05)	Development	Construction		\$14,802,543.00	50.00%	\$7,401,271.50	210.220	\$35,207.27
DI_IN_05_L	LAND for intersection Geelong-Ballan Road and Midland Hwy	Development	Land	0.346	\$735,753.42		\$735,753.42	210.220	\$3,499.92
DI_IN_06	DELIVERY of intersection North-South CCB and Midland Hwy (IN-06)	Development	Construction		\$11,516,566.00		\$11,516,566.00	210.220	\$54,783.40
DI_IN_07	DELIVERY of intersection North-South CCB and Key Local Road - SIGNALS ONLY (IN-07)	Development	Construction		\$818,368.43		\$818,368.43	210.220	\$3,892.91
DI_IN_09	DELIVERY of intersection North-South CCB and Connector Road - SIGNALS ONLY (IN-09)	Development	Construction		\$818,368.43		\$818,368.43	210.220	\$3,892.91
DI_IN_12	DELIVERY of intersection North-South CCC and Evans Road - SIGNALS ONLY (IN-12)	Development	Construction		\$613,776.00		\$613,776.00	210.220	\$2,919.68
DI_RD_01	DELIVERY of culvert and roadworks - Cowies Creek under Evans Road (CU-02)	Development	Construction		\$2,262,373.00		\$2,262,373.00	210.220	\$10,761.93
DI_RD_02_L	LAND for Geelong-Ballan Road widening (LA-02)	Development	Land	1.104	\$2,076,995.40	50.00%	\$1,038,497.70	210.220	\$4,940.05
DI_RD_03_L	LAND for Midland Road widening (LA-03)	Development	Land	0.637	\$1,205,397.88		\$1,205,397.88	210.220	\$5,733.98
DI_TR_01	DELIVERY of shared path along DI_DR_10 reserve (WW-01-SP)	Development	Construction		\$324,623.85		\$324,623.85	210.220	\$1,544.21
DI_TR_02	DELIVERY of shared path along northern boundary of DI_DR_01 (WW-02-SP)	Development	Construction		\$590,248.48		\$590,248.48	210.220	\$2,807.77
SUB-TOTAL TRANSPORT					\$98,022,679.09		\$47,643,820.39		\$226,637.90

OPEN SPACE PROJECTS

DCP PROJECT ID	PROJECT DESCRIPTION	INFRASTRUCTURE TYPE	DELIVERY TYPE	LAND AREA	PROJECT COST	EXTERNAL APPORTION- MENT	PROJECT COST TO MCA	DEMAND UNITS	LEVY PER HA
DI_OS_01	DELIVERY of Myers Reserve Extension (SR-01)	Development	Construction		\$6,829,000.00	30.00%	\$4,780,300.00	210.220	\$22,739.51
DI_OS_01_L	LAND for Myers Reserve Extension (SR-01-LA-P31)	Development	Land	3.250	\$5,930,461.94		\$5,930,461.94	210.220	\$28,210.74
DI_OS_02	DELIVERY of Northern Sports Reserve (SR-02)	Development	Construction		\$19,285,000.00		\$19,285,000.00	210.220	\$91,737.23
DI_OS_02_L	LAND for Northern Sports Reserve (SR-02-LA-P12)	Development	Land	8.641	\$14,272,873.37		\$14,272,873.37	210.220	\$67,894.94
SUB-TOTAL OPEN SPACE					\$46,317,335.31		\$44,268,635.31		\$210,582.42

DRAINAGE PROJECTS

DCP PROJECT ID	PROJECT DESCRIPTION	INFRASTRUCTURE TYPE	DELIVERY TYPE	LAND AREA	PROJECT COST	EXTERNAL APPORTION- MENT	PROJECT COST TO MCA	DEMAND UNITS	LEVY PER HA
DI_DR_01	DELIVERY of Wetland Retarding Basin No.1 (WLRB-01)	Development	Construction		\$7,433,015.63		\$7,433,015.63	210.220	\$35,358.27
DI_DR_01_L	LAND for Wetland Retarding Basin No.1	Development	Land	3.133	\$4,391,168.38		\$4,391,168.38	210.220	\$20,888.44
DI_DR_02	DELIVERY of Wetland Retarding Basin No.2 (WLRB-02)	Development	Construction		\$4,486,529.25		\$4,486,529.25	210.220	\$21,342.07
DI_DR_02_L	LAND for Wetland Retarding Basin No.2	Development	Land	2.840	\$4,536,644.84		\$4,536,644.84	210.220	\$21,580.46
DI_DR_05	DELIVERY of Wetland Retarding Basin No.5 (WLRB-05)	Development	Construction		\$6,076,453.95		\$6,076,453.95	210.220	\$28,905.21
DI_DR_05_L	LAND for Wetland Retarding Basin No.5	Development	Land	3.371	\$5,923,591.23		\$5,923,591.23	210.220	\$28,178.06
DI_DR_06	DELIVERY of Wetland Retarding Basin No.6 (WLRB-06)	Development	Construction		\$3,797,930.71		\$3,797,930.71	210.220	\$18,066.46
DI_DR_06_L	LAND for Wetland Retarding Basin No.6	Development	Land	1.426	\$2,354,602.12		\$2,354,602.12	210.220	\$11,200.66
DI_DR_07	DELIVERY of Wetland Retarding Basin No.7 (WLRB-07)	Development	Construction		\$3,370,113.34		\$3,370,113.34	210.220	\$16,031.36
DI_DR_07_L	LAND for Wetland Retarding Basin No.7	Development	Land	2.139	\$5,320,000.00		\$5,320,000.00	210.220	\$25,306.82
DI_DR_08	DELIVERY of Wetland Retarding Basin No.8 (WLRB-08)	Development	Construction		\$2,641,550.23		\$2,641,550.23	210.220	\$12,565.65
DI_DR_09	DELIVERY of Wetland Retarding Basin No.9, Sediment Basin, Bioretention Basin and Growling Grass Frog Pond (WLRB-09/SRB-09)	Development	Construction		\$2,597,044.28		\$2,597,044.28	210.220	\$12,353.94
DI_DR_09_L	LAND for Wetland Retarding Basin No.9	Development	Land	0.471	\$710,000.00		\$710,000.00	210.220	\$3,377.41
DI_DR_10	DELIVERY of Waterway No.1 (WW-01)	Development	Construction		\$1,180,253.03		\$1,180,253.03	210.220	\$5,614.37
DI_DR_11	DELIVERY of Waterway No.2 (WW-02)	Development	Construction		\$773,742.38		\$773,742.38	210.220	\$3,680.63
DI_DR_12	DELIVERY of Ephemeral Waterway (EW-01)	Development	Construction		\$250,606.25		\$250,606.25	210.220	\$1,192.11
DI_DR_13	DELIVERY of Gross Pollutant Trap 1 (GPT-01)	Development	Construction		\$253,569.00		\$253,569.00	210.220	\$1,206.21
DI_DR_14	DELIVERY of Gross Pollutant Trap 2 (GPT-02)	Development	Construction		\$224,937.00		\$224,937.00	210.220	\$1,070.01
SUB-TOTAL DRAINAGE					\$56,321,751.62		\$56,321,751.62		\$267,918.14

COMMUNITY FACILITIES

DCP PROJECT ID	PROJECT DESCRIPTION	INFRASTRUCTURE TYPE	DELIVERY TYPE	LAND AREA	PROJECT COST	EXTERNAL APPORTION- MENT	PROJECT COST TO MCA	DEMAND UNITS	LEVY PER HA
DI_CF_01	DELIVERY of Creamery Road Early Years and Community Hub (CF-01)	Development	Construction		\$20,984,722.00		\$20,984,722.00	210.220	\$99,822.67
DI_CF_01_L	LAND for Creamery Road Early Years and Community Hub	Development	Land	1.000	\$1,552,511.42		\$1,552,511.42	210.220	\$7,385.17
SUB-TOTAL COMMUNITY FACILITIES					\$22,537,233.42		\$22,537,233.42		\$107,207.85

PLANNING

DCP PROJECT ID	PROJECT DESCRIPTION	INFRASTRUCTURE TYPE	DELIVERY TYPE	LAND AREA	PROJECT COST	EXTERNAL APPORTION-MENT	PROJECT COST TO MCA	DEMAND UNITS	LEVY PER HA
DI_P_01	Planning Costs	Development	Construction		\$2,335,040.00		\$2,335,040.00	210.220	\$11,107.60
SUB-TOTAL PLANNING					\$2,335,040.00		\$2,335,040.00		\$11,107.60
GRAND TOTAL				28.358	\$225,534,039.44		\$173,106,480.74		\$823,453.91

T9. CALCULATION OF COSTS – COMMUNITY INFRASTRUCTURE LEVY (CIL)

DCP PROJECT ID	PROJECT DESCRIPTION	INFRASTRUCTURE TYPE	DELIVERY TYPE	PROJECT COST	EXTERNAL AP-PORTIONMENT	PROJECT COST TO MCA	DEMAND UNITS	LEVY PER DWELLING	25/26 CAPPED LEVY/DWELLING
CI_CF_ML_01	DELIVERY of McCanns Lane Cultural Hub (incl library and museum)	Community	Construction	\$31,148,602.00	89.26%	\$3,345,359.85	4,204	\$795.76	\$519.85
CI_OS_01	DELIVERY of Northern Sports Reserve Pavilion	Community	Construction	\$6,500,507.00	0.00%	\$6,500,507.00	4,204	\$1,546.27	\$1,010.15
GRAND TOTAL				\$37,649,109.00		\$9,845,866.85		\$2,342.02	\$1,530.00

ADMINISTRATION

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5

5.0 ADMINISTRATION

This section sets out how the DCP will be administered and covers the timing of payment, provision of works and land in kind and how funds generated by the DCP will be managed in terms of reporting, indexation and review periods.

The development infrastructure levy applies to subdivision and/or development of land.

The City of Greater Geelong will be both the **collecting agency** and the **development agency** for the purposes of the DCP.

5.1 PAYMENT OF CONTRIBUTIONS AND PAYMENT TIMING

5.1.1 COMMUNITY INFRASTRUCTURE LEVY (CIL)

The Community Infrastructure Levy must be paid in accordance with section 460 of the Planning & Environment Act (1987). Nevertheless, developers/landowners are strongly encouraged to settle the CIL prior to receiving a Statement of Compliance. This proactive approach simplifies the collection of development contributions, reduces administrative complexities for the City, and expedites the provision of community infrastructure.

5.1.2 DEVELOPMENT INFRASTRUCTURE LEVY (DIL)

The DIL will be payable to and collected by the collecting agency, for the:

- Subdivision of land; or
- Development of land which requires a planning permit; or
- Development of land which does not require a planning permit, as set out in this DCP.

FOR SUBDIVISION OF LAND

A DIL must be paid to the collecting agency for the land within the following specified time, namely after certification of the relevant plan of subdivision but not more than 21 days prior to the issue of a Statement of Compliance in respect of that plan or at such other time as agreed with the collecting agency in an implementation agreement under Section 173 of the Act.

Where the subdivision is to be developed in stages, the infrastructure levy for the stage to be developed only may be paid to the collecting agency within 21 days prior to the issue of a Statement of Compliance in respect of that stage provided that a Schedule of Development Contributions is submitted with each stage of the plan of subdivision. This Schedule of Development Contributions must show the amount of the development contributions payable for each stage and value of the contributions in respect of prior stages to the satisfaction of the collecting agency or at such other time as agreed with the collecting agency in an implementation agreement under section 173 of the Act.

If the collecting agency agrees to works and/or provision of land in lieu of the payment of the infrastructure levy, the landowner must enter into an agreement under Section 173 of the Act in respect of the proposed works and/or provision of land in kind to set out the specific arrangements agreed with the collecting agency.

FOR DEVELOPMENT OF LAND WHERE NO SUBDIVISION IS PROPOSED

Provided the DIL has not already been paid on the land to be developed, the development infrastructure levy must be paid to the collecting agency in accordance with the provisions of the approved DCP for each demand unit (net developable hectare) proposed to be developed prior to the commencement of any buildings and works for the development i.e. development includes (but is not limited to) buildings, car park, access ways, landscaping and ancillary components). The collecting agency may require that development infrastructure levy contributions be made at either the planning permit or building permit stage unless otherwise agreed by the collecting agency.

If the collecting agency agrees to works and/or provision of land in lieu of the payment of the infrastructure levy, the landowner must enter into an agreement under Section 173 of the Act in respect of the proposed works and/or land to be provided in kind to set out the specific arrangements agreed with the collecting agency.

WHERE NO PLANNING PERMIT IS REQUIRED

The following requirement applies where no planning permit is required. The land may only be used and developed subject to the following requirements being met:

- Unless some other arrangement has been agreed to by the collecting agency in an agreement under Section 173 of the Act, prior to the commencement of any development, a DIL for the land must be paid to the collecting agency in accordance with the provisions of the DCP.
- If the collecting agency agrees to works and/or provision of land in lieu of the payment of the infrastructure levy, the landowner must enter into an agreement under Section 173 of the Act in respect of the proposed works or provision of land which is proposed to be provided in kind to set out the specific arrangements agreed with the collecting agency.

5.1.3 LAND AND WORKS-IN-KIND

The collecting agency may permit development proponents to undertake works and/or land in lieu of cash payments, providing that:

- The works or land constitute projects funded by the DCP.
- The collecting agency agrees that the timing of the works would be consistent with priorities in the DCP.
- The development proponent complies with appropriate tendering, documentation, supervision and related provisions as required by the responsible authority.
- Works must be provided to a standard that generally accords with the DCP, unless an alternative is agreed by the collecting agency and the development agency.
- Detailed design must be approved by the collecting agency and the development agency and must generally accord with the standards outlined in the DCP unless an alternative is agreed by the collecting agency and the development agency.
- The construction of works must be completed to the satisfaction of the collecting agency and the development agency.
- There should be no negative financial impact on the DCP to the satisfaction of the collecting agency.

In particular, the works will only be accepted in lieu of a financial contribution required by the DCP to the extent that they constitute part or all of the design of the infrastructure item and reduce the cost to complete that design, to the satisfaction of the collecting agency. Temporary works will not be accepted as works in kind and any sacrificial works will not be credited.

Where the collecting agency agrees that works are to be provided by a development proponent in lieu of cash contribution (subject to the arrangements specified above):

- The credit for the works provided shall equal the final cost of the works as identified in the DCP, taking into account the impact of indexation.
- The value of works provided in accordance with the principle outlined above will be offset against the development contributions liable to be paid by the development proponent.
- No further financial contributions will be required until the agreed value of any credits are used.
- Where a developer is in credit against their contribution liability, this credit should be indexed annually in accordance with the DCP Levy movement.

5.1.4 CREDIT FOR OVER-PROVISION

Where the collecting agency agrees that a development proponent can deliver an infrastructure item (either works and/or land), the situation may arise where the developer makes a contribution with a value that exceeds that required by the DCP (the Over-Contribution).

In such a case the developer may be entitled to a credits equal to the value of the Over-Contribution to be applied against the obligation to pay the DIL for future stages of development or for the development of other properties within the DCP.

Where, a developer does not own or control any other properties within the DCP, or in such other circumstances as agreed by the collecting agency in writing, the developer

may seek an agreement for the collecting agency to provide cash reimbursement where an over-contribution has been made. The application of credit and/or cash reimbursement (including the time for payment of any cash reimbursement) will be set out in the relevant agreement under Section 173 of the Act.

The details of credits and reimbursements for construction shall equal the cost of the works identified in the DCP, as indexed in accordance with Section 5.2. The value of credits and reimbursements for the transfer of land will need to be at the values that are outlined in the DCP, as revalued and indexed in accordance within Section 5.2.

5.1.5 FUNDS ADMINISTRATION

The administration of the contributions made under the DCP will be transparent and development contributions charges will be held until required for provision of the items in that class. Details of funds received and expenditures will be held by the collecting agency in accordance with the provisions of the Local Government Act 1989 and the Act.

The administration of contributions made under the DCP will be transparent and demonstrate the:

- Amount and timing of funds collected.
- Source of the funds collected.
- Amount and timing of expenditure on specific projects.
- Project on which the expenditure was made.
- Details of works in kind arrangements for project provision.

The collecting agency will provide for regular monitoring, reporting and review of the monies received and expended in accordance with the DCP.

Development contributions funds will be held into a dedicated reserve account, in compliance with the regulations and the Minister’s Direction under the Act. The entirety of these funds, held within the account, will be exclusively utilized for the provision of infrastructure as specified in this DCP.

Should the Council make a decision to not pursue any of the infrastructure projects outlined in this DCP, or any funds not be expended prior to the end of this DCP, the City of Greater Geelong will adhere to the requirements outlined in section 46(Q)(4) of the Act.

5.2 CONSTRUCTION & LAND VALUE COSTS INDEXATION

Capital costs of all infrastructure items, including land, are in 2025 dollars and will be adjusted by the collecting agency annually for inflation.

In relation to the costs associated with infrastructure items other than land, the cost must be adjusted according to the following method:

- Drainage items, Roads, intersections and bridges – indexed in line with the Australian Bureau of Statistics’ Producer Prices Indexes, Road and Bridge Construction Index, Victoria.
- All other infrastructure items – indexed in line with the Australian Bureau of Statistics’ Producer Price Indexes, Non-Residential Building Construction Index, Victoria.

Estimates of land value will be revised annually by a registered valuer based on the same valuation principles. Revisions may occur more frequently if market conditions warrant.

The revised infrastructure costs must be calculated as at 1 July in each year.

The collecting agency will publish the amended contributions on the collecting agency’s website within 14 days of the adjustments being made.

The CIL cap (currently \$1,530 per dwelling for the 2025-26 financial year) is indexed annually on July 1 by the Minister for Planning and is published on the department website. The City reserves the right to increase the CIL in this DCP to allow for cost escalation in accordance with the indexation method in this DCP up to any new CIL cap. The higher levy will be collected from the date the new CIL cap is introduced.

5.3 REVIEW PERIOD

The DCP commenced on the date when it was first incorporated into the Greater Geelong Planning Scheme. The DCP adopts a long-term outlook for future development in Creamery Road.

The DCP should be reviewed and if necessary updated every 5 years (or more frequently if required). The 5 yearly review is anticipated to include:

- Updates to any aspect of the plan as required;
- Review of projects required, as well as their costs and scope (as relevant) and indicative provision trigger;

- Review of estimated net developable area (this will also be required if the PSP is subject to a substantive amendment); and
- Review of land values for land to be purchased through the plan.

Any review will need to have regard to any arrangements (e.g. section 173 agreements under the Act) for the implementation of the DCP

5.4 ADJUSTMENT TO THE SCOPE OF PROJECTS

The infrastructure projects in the DCP have been costed to a sufficient level of detail, however all of the projects will require a detailed design process prior to construction.

As part of detailed design, the City, or a development proponent with the consent of the Development Agency may amend or modify some aspects of projects, so long as

they are still generally in accordance with the PSP and any direction regarding the scope outlined in the DCP.

In these cases there must be no negative impact on the DCP. The developer must pay the additional costs associated with the provision of the infrastructure item over and above the standard required by the DCP.

5.5 COLLECTING AGENCY (AGENCY RESPONSIBLE FOR COLLECTING INFRASTRUCTURE LEVY)

City of Greater Geelong is the collecting agency pursuant to section 46K(1)(fa) of the Act which means that it is the public authority to which all levies are payable. As the collecting agency, council is responsible for the administration of the DCP and also its enforcement pursuant to section 46QC of the Act.

5.6 DEVELOPMENT AGENCY (AGENCY RESPONSIBLE FOR WORKS)

City of Greater Geelong is the development agency and is responsible for the provision of the designated infrastructure projects which are funded under the DCP and the timing of all works.



IMPLEMENTATION STRATEGY

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6.0 IMPLEMENTATION STRATEGY

This section provides further details regarding how the collecting agency intends to implement the DCP. In particular, this section clearly identifies the rationale for the implementation strategy and details the various measures that have been adopted to reduce the risk posed by the DCP to all parties.

6.1 RATIONALE FOR THE IMPLEMENTATION STRATEGY

This implementation strategy has been included to provide certainty to both the collecting agency and development proponents. The implementation strategy recognises the complexities associated with infrastructure provision and funding and seeks to minimise risk to the collecting agency, development agency, development proponent and future community.

This implementation strategy has been formulated by:

- Assessing the PSP.
- Having regard to the development context.
- Assessing the need for finance requirements including upfront financing and pooling of funds.
- Agreeing the land value and indexing it appropriately (where possible).
- Identifying preferred implementation mechanisms to achieve the above outcomes and reducing the risk associated with the DCP to ensure that it will be delivered as intended.

6.2 IMPLEMENTATION MECHANISM

Under section 46P of the Act, the collecting agency may accept (with the consent of the development agency where the collecting agency is not also the development agency) the provision of land, works, services or facilities by the applicant in part or full satisfaction of the amount of levy payment. This can be by agreement with the collecting agency before or after the application for the permit is made or before the development is carried out.

To coordinate the provision of infrastructure, Schedule 7 to the Urban Growth Zone in the Greater Geelong Planning Scheme for the PSP requires an application for subdivision to be accompanied by an infrastructure plan to the satisfaction of the responsible authority.

The public infrastructure plan needs to show the location, type, staging and timing of infrastructure on the land as identified in the PSP or reasonably required as a result of the subdivision of the land and address the following:

- stormwater drainage works
- road works internal or external to the land consistent with any relevant traffic report or assessment
- the reserving or encumbrance of land for infrastructure, including for community facilities, sports reserves and open space
- any infrastructure works which an applicant proposes to provide in lieu of development contributions in accordance with the DCP
- land budget breakdown with staging sequencing
- any other relevant matter related to the provision of infrastructure reasonably required by the responsible authority.

Through the approval of these agreements, the City (acting as the collecting agency) will consider if and what infrastructure should be provided as works in kind under the DCP in accordance with section 46P of the Act. The agreement must include a list of the DCP infrastructure projects that the collecting agency has agreed in writing to allow to be provided as works and/or land in lieu.

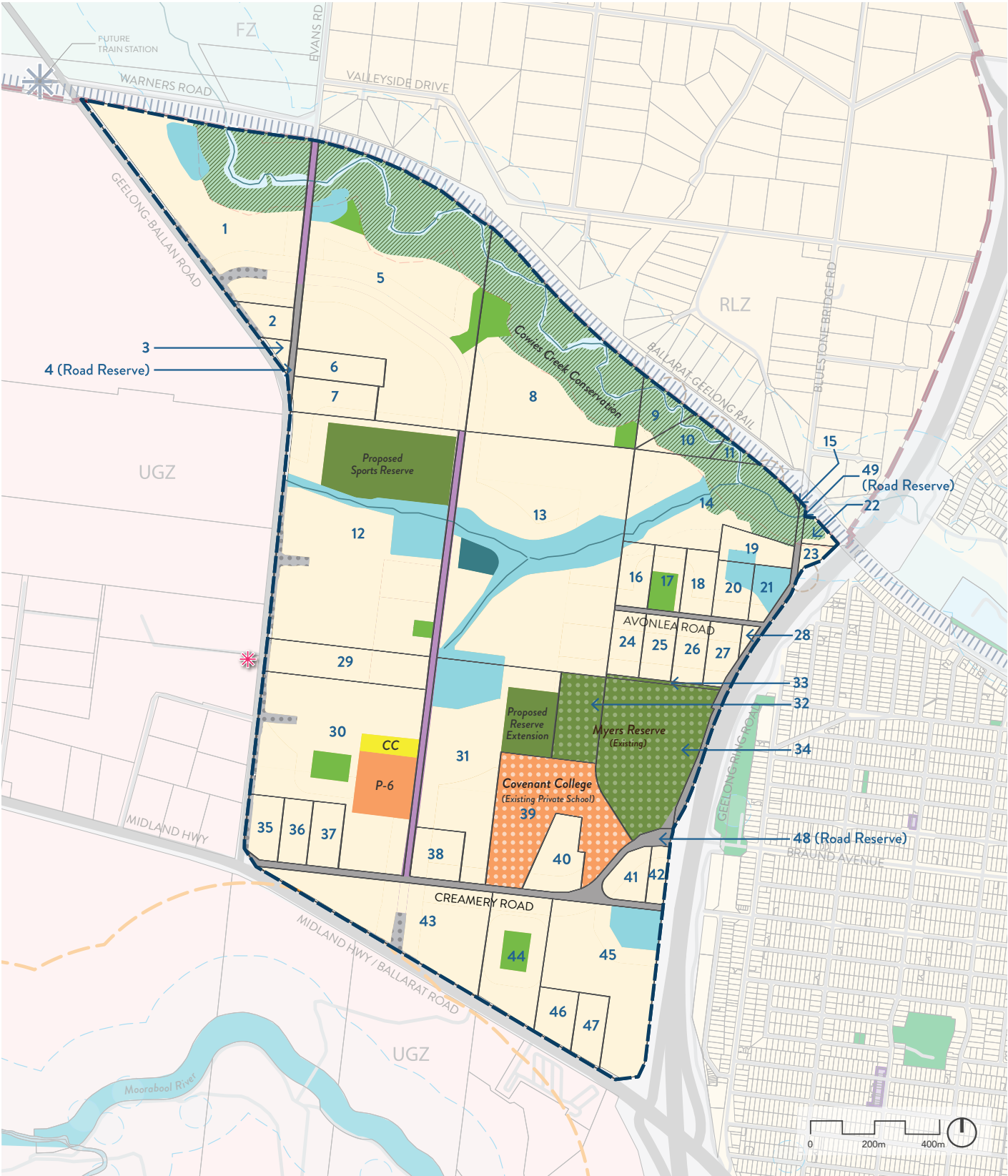


APPENDICES

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7.1 APPENDIX A – PROPERTY PLAN AND PROPERTY SPECIFIC LAND BUDGET



LEGEND			
Precinct Boundary	Existing Road	Proposed Early Years and Community Hub	Community Park
NDA	Future Road Infrastructure	Proposed Government Primary School	Cowies Creek Conservation
Waterway and Drainage Asset	Existing road being retained (Clever and Creative Network)	Existing Private School	Proposed Sports Reserve
Barwon Water Facility			Existing Sports Reserve

7.1 APPENDIX A - PROPERTY PLAN AND PROPERTY SPECIFIC LAND BUDGET

To be updated.

T10. PROPERTY SPECIFIC LAND USE BUDGET

PROPERTY DETAILS		TOTAL AREA	TRANSPORT				COMMUNITY & EDUCATION			UNCREDITED OPEN SPACE						CREDITED OPEN SPACE		NDA							TOTAL NDA	PUBLIC LAND EQUALISATION METHOD UNDERS & OVER CALCULATION				
Address	Prop No	Total Area	Existing Road Being Retained*	Intersection Extent	Intersection Extent (DCP Land)*	Road Widening (DCP Land)	Existing Non-Government School	Proposed Early Years Hub (DCP Land)	Proposed Government School	Barwon Water Facilities	Cowies Creek Conservation Reserve	Drainage*	Drainage (DCP Land)*	Existing AOS (Myers Reserve)	Waterway	Active Open Space (DCP Land)	Local Open Space	NAC	Mixed Use Zone	Residential Growth Zone	Residential Growth Zone & Amenity Area	General Residential Zone*	General Residential Zone & Amenity Awrea	Investigation Area (Subject to Stormwater & Geotechnical Assessment)	Total NDA	Valuers 'Before Area'	DCP Residential Contribution (All)	Average Under Area	Under Provision	Over Provision
200 Ballan Road, MOORABOOL VIC 3213	1	24.481		0.990		0.583					7.919	1.406									2.368	10.504	0.711		13.583	14.166	0.583	1.832	0.583	-
35 Evans Road, MOORABOOL VIC 3213	2	1.535		0.215		0.004																1.316			1.316	1.320	0.004	0.178	0.004	-
35 Evans Road, MOORABOOL VIC 3213	3	0.543		0.001		0.140																0.402			0.402	0.542	0.140	0.054	0.054	0.086
Existing Road Reserve	4	1.702	1.702																						0.000	-	-	-	-	-
20 Evans Road, BELL POST HILL VIC 3215	5	37.626									11.796	0.400	0.471				1.290				6.521	14.474	2.674		23.669	24.140	0.471	3.193	0.471	-
10 Evans Road, BELL POST HILL VIC 3215	6	2.435																				2.435			2.435	2.435	-	0.328	-	-
2 Evans Road, BELL POST HILL VIC 3215	7	2.892				0.038																2.344	0.510		2.854	2.892	0.038	0.385	0.038	-
20 Evans Road, BELL POST HILL VIC 3215	8	22.670									12.167						1.690				1.116	7.237	0.460		8.813	8.813	-	1.189	-	-
PARENT - 30 Avonlea Road, BELL POST HILL VIC 3215	9	2.039									1.798											0.189		0.052	0.241	0.241	-	0.033	-	-
PARENT - 30 Avonlea Road, BELL POST HILL VIC 3215	10	2.061									1.825											0.092		0.144	0.236	0.236	-	0.032	-	-
PARENT - 30 Avonlea Road, BELL POST HILL VIC 3215	11	0.594									0.594														0	-	-	-	-	-
100 Ballan Road, BELL POST HILL VIC 3215	12	36.968		0.966		0.318						0.554	2.223		1.172	8.641	0.300	2.700	2.426		14.529	1.066	2.073		22.794	33.976	11.182	3.075	3.075	8.107
60 Avonlea Road, BELL POST HILL VIC 3215	13	37.989								1.000		2.522	4.288		0.908					2.243	13.312	10.741	2.694	0.281	29.271	33.559	4.288	3.949	3.949	0.339
PARENT - 30 Avonlea Road, BELL POST HILL VIC 3215	14	13.088									5.293				1.880							1.922		3.993	5.915	5.915	-	0.798	-	-
165 Bluestone Bridge Road, BELL POST HILL VIC 3215	15	0.040									0.040														0	-	-	-	-	-
50 Avonlea Road, BELL POST HILL VIC 3215	16	2.027													0.037							0.665	1.058	0.267	1.990	1.990	-	0.268	-	-
40 Avonlea Road, BELL POST HILL VIC 3215	17	2.025															1.000					0.337	0.688		1.025	1.025	-	0.138	-	-
PARENT - 30 Avonlea Road, BELL POST HILL VIC 3215	18	2.025																				1.164	0.861		2.025	2.025	-	0.273	-	-
85-105 Bluestone Bridge Road, BELL POST HILL VIC 3215	19	2.098									0.011		0.328									1.759			1.759	2.087	0.328	0.237	0.237	0.091
20 Avonlea Road, BELL POST HILL VIC 3215	20	2.035											0.600									0.815	0.620		1.435	2.035	0.600	0.194	0.194	0.406
65-75 Bluestone Bridge Road, BELL POST HILL VIC 3215	21	1.606											1.211									0.098	0.297		0.395	1.606	1.211	0.053	0.053	1.158
	22	0.657									0.368											0.289			0.289	0.289	-	0.039	-	-
90-140 Bluestone Bridge Road, BELL POST HILL VIC 3215	23	0.541																				0.541			0.541	0.541	-	0.073	-	-
45 Avonlea Road, BELL POST HILL VIC 3215	24	2.025																				0.956	1.069		2.025	2.025	-	0.273	-	-
35 Avonlea Road, BELL POST HILL VIC 3215	25	2.025																				0.957	1.068		2.025	2.025	-	0.273	-	-
25 Avonlea Road, BELL POST HILL VIC 3215	26	2.025																				0.958	1.067		2.025	2.025	-	0.273	-	-
15 Avonlea Road, BELL POST HILL VIC 3215	27	1.810																				0.910	0.900		1.810	1.810	-	0.244	-	-
5 Avonlea Road, BELL POST HILL VIC 3215	28	0.300																				0.070	0.230		0.300	0.300	-	0.040	-	-
60 Ballan Road, BELL POST HILL VIC 3215	29	5.281		0.137		0.007												1.846			3.269	0.022			5.137	5.144	0.007	0.693	0.007	-
445 Ross Road, BATESFORD VIC 3213	30	23.719		0.775	0.081	0.014		1.000	3.500								1.000			1.155	10.705	4.468	1.021		17.349	18.444	1.095	2.340	1.095	-
65 Creamery Road, BELL POST HILL VIC 3215	31	18.048											2.833			3.250				0.704	7.214	3.541	0.506		11.965	18.048	6.083	1.614	1.614	4.469
125 Creamery Road, BELL POST HILL VIC 3215	32	3.790												3.790											0	-	-	-	-	-
125 Creamery Road, BELL POST HILL VIC 3215	33	0.366											0.366												0	-	-	-	-	-
125 Creamery Road, BELL POST HILL VIC 3215	34	13.305	0.145										13.160												0	-	-	-	-	-
5 Creamery Road, BELL POST HILL VIC 3215	35	2.127			0.265																	1.862			1.862	2.127	0.265	0.251	0.251	0.014
15 Creamery Road, BELL POST HILL VIC 3215	36	1.825																				1.825			1.825	1.825	-	0.246	-	-
25 Creamery Road, BELL POST HILL VIC 3215	37	2.025																				2.025			2.025	2.025	-	0.273	-	-
55 Creamery Road, BELL POST HILL VIC 3215	38	2.429																			0.781	1.120	0.528		2.429	2.429	-	0.328	-	-
105 Creamery Road, BELL POST HILL VIC 3215	39	11.611					11.611																		0	-	-	-	-	-
85 Creamery Road, BELL POST HILL VIC 3215	40	3.197																				2.255	0.942		3.197	3.197	-	0.431	-	-
110 Creamery Road, BELL POST HILL VIC 3215	41	1.864																				0.874	0.990		1.864	1.864	-	0.251	-	-
120 Creamery Road, BELL POST HILL VIC 3215	42	1.000																				0.801	0.199		1.000	1.000	-	0.135	-	-
375 Ballarat Road, BATESFORD VIC 3213	43	12.337		0.629		0.254															2.020	8.295	1.139		11.454	11.708	0.254	1.545	0.254	-
375 Ballarat Road, BATESFORD VIC 3213	44	7.023				0.140											1.000					2.069	3.814		5.883	6.023	0.140	0.794	0.140	-
305 Ballarat Road, BATESFORD VIC 3213	45	13.078				0.082						0.400	1.426									9.187	1.983		11.170	12.678	1.508	1.507	1.507	0.001
341-345 Ballarat Road, BATESFORD VIC 3213	46	2.024				0.083																1.941			1.941	2.024	0.083	0.262	0.083	-
335-339 Ballarat Road, BATESFORD VIC 3213	47	2.024				0.078																1.946			1.946	2.024	0.078	0.263	0.078	-
Existing Road Reserve	48	6.791	6.791																						0	-	-	-	-	-
Existing Road Reserve	49	2.840	2.606								0.234														0	-	-	-	-	-
PRECINCT TOTAL		344.566	11.244	3.713	0.346	1.741	11.611	1.000	3.500	1.000	42.045	5.282	13.380	17.316	3.997	11.891	6.280	2.700	4.272	4.102	61.835	104.472	28.102	4.737	210.220	238.578	28.358	28.359	13.687	14.671

7.2 APPENDIX B – PROJECT SHEETS

Corrections to project sheets, including updates to accurate costing source documents where land and construction items have been mixed up, will be actioned.

Each DCP item to have an individual Project Sheet following finalisation of DCP.

DCP PROJECT ID	DI_BR_01
PROJECT DESCRIPTION	DELIVERY of Batesford South PSP bridge (arterial road - Lynnburn Road over Moorabool River) - interim bridge for arterial road extension of Lynnburn Road over Moorabool River (BR-01)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Transport
Project Cost	\$27,066,269.00
Indicative Provision Trigger	To be determined by the Batesford South PSP (when developed).
Strategic Justification	Stantec CRPSP Review of NWGGA Bridges Report (July 2024)
External Apportionment	92.20%
Project Cost to MCA	\$2,111,168.98
Demand Units	210.220
Levy Amount	\$10,042.66
Costing Source	Stantec Review of NWGGA Bridges, July 2024 (Indexed from December 2023 to June 2025 based on PPI).

DCP PROJECT ID	DI_BR_02
PROJECT DESCRIPTION	DELIVERY of Bluestone Bridge Road underpass upgrade and shared path connection -install traffic signals to allow one way movements and shared path (recreational transport link) connection
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Transport
Project Cost	\$2,112,096.20
Indicative Provision Trigger	Concurrent to the completion of conservation works in the Cowies Creek Worneenanyook Masterplan Area delineated by properties 14 and 22 in the Creamery Road Place Based Plan.
Strategic Justification	GHD Bluestone Bridge Road Options Assessment Report (April 2023)
External Apportionment	70.46%
Project Cost to MCA	\$623,913.22
Demand Units	210.220
Levy Amount	\$2,967.91
Costing Source	GHD Bluestone Bridge Road Preferred Option Report, July 2023 (Indexed from June 2023 to June 2025 based on PPI).

7.2 APPENDIX B – PROJECT SHEETS

DCP PROJECT ID	DI_BR_04
PROJECT DESCRIPTION	DELIVERY of Creamery Road Pedestrian Bridge over Geelong Ring Road - active travel upgrade to existing bridge on Creamery Road over the Geelong Ring Road (BR-04)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Transport
Project Cost	\$2,087,687.00
Indicative Provision Trigger	30% of dwellings in Creamery Road Precinct constructed.
Strategic Justification	Stantec CRPSP Review of NWGGA Bridges Report (July 2024)
External Apportionment	0.00%
Project Cost to MCA	\$2,087,687.00
Demand Units	210.220
Levy Amount	\$9,930.96
Costing Source	Stantec Review of NWGGA Bridges, July 2024 (Indexed from December 2023 to June 2025 based on PPI).

DCP PROJECT ID	DI_IN_01
PROJECT DESCRIPTION	DELIVERY of intersection Geelong - Ballan Road and North-South CCC (IN-01)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Transport
Project Cost	\$10,138,209.00
Indicative Provision Trigger	The first subdivision requiring the intersection delivery.
Strategic Justification	Stantec CRPSP Transport Concept Designs and OPC Report (May 2024) and CRPSP SIDRA Modelling Report (April 2024)
External Apportionment	50.00%
Project Cost to MCA	\$5,069,104.50
Demand Units	210.220
Levy Amount	\$24,113.33
Costing Source	City of Greater Geelong Intersection Costings, October 2025.

7.2 APPENDIX B – PROJECT SHEETS

DCP PROJECT ID	DI_IN_03
PROJECT DESCRIPTION	DELIVERY of intersection Geelong - Ballan Road and East-West Connector Road (IN-03)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Transport
Project Cost	\$10,222,981.00
Indicative Provision Trigger	The first subdivision requiring the intersection delivery.
Strategic Justification	Stantec CRPSP Transport Concept Designs and OPC Report (May 2024) and CRPSP SIDRA Modelling Report (April 2024)
External Apportionment	50.00%
Project Cost to MCA	\$5,111,490.50
Demand Units	210.220
Levy Amount	\$24,314.96
Costing Source	City of Greater Geelong Intersection Costings, October 2025.

DCP PROJECT ID	DI_IN_04
PROJECT DESCRIPTION	DELIVERY of intersection Geelong - Ballan Road and East-West Connector Road (IN-04)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Transport
Project Cost	\$10,630,423.00
Indicative Provision Trigger	The first subdivision requiring the intersection delivery.
Strategic Justification	Stantec CRPSP Transport Concept Designs and OPC Report (May 2024) and CRPSP SIDRA Modelling Report (April 2024)
External Apportionment	50.00%
Project Cost to MCA	\$5,315,211.50
Demand Units	210.220
Levy Amount	\$25,284.04
Costing Source	City of Greater Geelong Intersection Costings, October 2025.

7.2 APPENDIX B – PROJECT SHEETS

DCP PROJECT ID	DI_IN_05
PROJECT DESCRIPTION	DELIVERY of intersection Geelong - Ballan Road and Midland Hwy (IN-05)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Transport
Project Cost	\$14,802,543.00
Indicative Provision Trigger	50% of dwellings in Creamery Road Precinct constructed.
Strategic Justification	"Stantec CRPSP Transport Concept Designs and OPC Report (May 2024), CRPSP SIDRA Modelling Report (April 2024), Northern & Western Geelong Growth Areas SAC Referral 1 - Volume 2 Report (June 2025), – Minister for Planning – Direction to Council re: Northern and Western Geelong Growth Areas Standing Advisory Committee Referral 1 Report Volume 2 (November 2025). "
External Apportionment	50.00%
Project Cost to MCA	\$7,401,271.50
Demand Units	210.220
Levy Amount	\$35,207.27
Costing Source	City of Greater Geelong Intersection Costings, October 2025.

DCP PROJECT ID	DI_IN_05_L
PROJECT DESCRIPTION	LAND for intersection Geelong-Ballan Road and Midland Hwy
Infrastructure Type	Development
Delivery Type	Land
Infrastructure Category	Transport
Project Cost	\$735,753.42
Indicative Provision Trigger	The first subdivision requiring the associated road section.
Strategic Justification	"Stantec CRPSP Transport Concept Designs and OPC Report (May 2024), CRPSP SIDRA Modelling Report (April 2024), Northern & Western Geelong Growth Areas SAC Referral 1 - Volume 2 Report (June 2025), – Minister for Planning – Direction to Council re: Northern and Western Geelong Growth Areas Standing Advisory Committee Referral 1 Report Volume 2 (November 2025). "
External Apportionment	0.00%
Project Cost to MCA	\$735,753.42
Demand Units	210.220
Levy Amount	\$3,499.92
Costing Source	City of Greater Geelong Intersection Costings, October 2025.

7.2 APPENDIX B – PROJECT SHEETS

DCP PROJECT ID	DI_IN_06
PROJECT DESCRIPTION	DELIVERY of intersection North-South CCB and Midland Hwy (IN-06)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Transport
Project Cost	\$11,516,566.00
Indicative Provision Trigger	The first subdivision requiring the intersection delivery.
Strategic Justification	Stantec CRPSP Transport Concept Designs and OPC Report (May 2024) and CRPSP SIDRA Modelling Report (April 2024)
External Apportionment	0.00%
Project Cost to MCA	\$11,516,566.00
Demand Units	210.220
Levy Amount	\$54,783.40
Costing Source	City of Greater Geelong Intersection Costings, October 2025.

DCP PROJECT ID	DI_IN_07
PROJECT DESCRIPTION	DELIVERY of intersection North-South CCB and Key Local Road - SIGNALS ONLY (IN-07)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Transport
Project Cost	\$818,368.43
Indicative Provision Trigger	The first subdivision requiring the intersection delivery.
Strategic Justification	Stantec CRPSP Transport Concept Designs and OPC Report (May 2024) and CRPSP SIDRA Modelling Report (April 2024)
External Apportionment	0.00%
Project Cost to MCA	\$818,368.43
Demand Units	210.220
Levy Amount	\$3,892.91
Costing Source	City of Greater Geelong Intersection Costings, October 2025.

7.2 APPENDIX B – PROJECT SHEETS

DCP PROJECT ID	DI_IN_09
PROJECT DESCRIPTION	DELIVERY of intersection North-South CCB and Connector Road - SIGNALS ONLY (IN-09)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Transport
Project Cost	\$818,368.43
Indicative Provision Trigger	The first subdivision requiring the intersection delivery.
Strategic Justification	Stantec CRPSP Transport Concept Designs and OPC Report (May 2024) and CRPSP SIDRA Modelling Report (April 2024)
External Apportionment	0.00%
Project Cost to MCA	\$818,368.43
Demand Units	210.220
Levy Amount	\$3,892.91
Costing Source	City of Greater Geelong Intersection Costings, October 2025.

DCP PROJECT ID	DI_IN_12
PROJECT DESCRIPTION	DELIVERY of intersection North-South CCC and Evans Road - SIGNALS ONLY (IN-12)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Transport
Project Cost	\$613,776.00
Indicative Provision Trigger	The first subdivision requiring the intersection delivery.
Strategic Justification	Stantec CRPSP Transport Concept Designs and OPC Report (May 2024) and CRPSP SIDRA Modelling Report (April 2024)
External Apportionment	0.00%
Project Cost to MCA	\$613,776.00
Demand Units	210.220
Levy Amount	\$2,919.68
Costing Source	City of Greater Geelong Intersection Costings, October 2025.

7.2 APPENDIX B – PROJECT SHEETS

DCP PROJECT ID	DI_RD_01
PROJECT DESCRIPTION	DELIVERY of culvert and roadworks - Cowies Creek under Evans Road (CU-02)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Transport
Project Cost	\$2,262,373.00
Indicative Provision Trigger	Concurrent with the construction of Evans Road.
Strategic Justification	Stantec CRPSP Transport Concept Designs and OPC Report (May 2024) and CRPSP SIDRA Modelling Report (April 2024)
External Apportionment	0.00%
Project Cost to MCA	\$2,262,373.00
Demand Units	210.220
Levy Amount	\$10,761.93
Costing Source	Water Technology Drainage Strategy Peer Review Report (Creamery Road PSP Revised Drainage Strategy Review), October 2025.

DCP PROJECT ID	DI_RD_02_L
PROJECT DESCRIPTION	LAND for Geelong-Ballan Road widening (LA-02)
Infrastructure Type	Development
Delivery Type	Land
Infrastructure Category	Transport
Project Cost	\$2,076,995.40
Indicative Provision Trigger	The first subdivision requiring the associated road section.
Strategic Justification	"Stantec CRPSP Transport Concept Designs and OPC Report (May 2024), CRPSP SIDRA Modelling Report (April 2024), Northern & Western Geelong Growth Areas SAC Referral 1 - Volume 2 Report (June 2025), – Minister for Planning – Direction to Council re: Northern and Western Geelong Growth Areas Standing Advisory Committee Referral 1 Report Volume 2 (November 2025)."
External Apportionment	50.00%
Project Cost to MCA	\$1,038,497.70
Demand Units	210.220
Levy Amount	\$4,940.05
Costing Source	Urbis Land Valuations, November 2025.

7.2 APPENDIX B – PROJECT SHEETS

DCP PROJECT ID	DI_RD_03_L
PROJECT DESCRIPTION	LAND for Midland Road widening (LA-03)
Infrastructure Type	Development
Delivery Type	Land
Infrastructure Category	Transport
Project Cost	\$1,205,397.88
Indicative Provision Trigger	The first subdivision requiring the associated road section.
Strategic Justification	"Stantec CRPSP Transport Concept Designs and OPC Report (May 2024), CRPSP SIDRA Modelling Report (April 2024), Northern & Western Geelong Growth Areas SAC Referral 1 - Volume 2 Report (June 2025), – Minister for Planning – Direction to Council re: Northern and Western Geelong Growth Areas Standing Advisory Committee Referral 1 Report Volume 2 (November 2025). "
External Apportionment	0.00%
Project Cost to MCA	\$1,205,397.88
Demand Units	210.220
Levy Amount	\$5,733.98
Costing Source	Urbis Land Valuations, November 2025.

DCP PROJECT ID	DI_TR_01
PROJECT DESCRIPTION	DELIVERY of shared path along DI_DR_10 reserve (WW-01-SP)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Transport
Project Cost	\$324,623.85
Indicative Provision Trigger	Concurrent with construction of DI_DR_10.
Strategic Justification	PMP Urbanists Creamery Road Movement and Place Classification Final Report (July 2024)
External Apportionment	0.00%
Project Cost to MCA	\$324,623.85
Demand Units	210.220
Levy Amount	\$1,544.21
Costing Source	City of Greater Geelong Active Transport Costings, July 2024.

7.2 APPENDIX B – PROJECT SHEETS

DCP PROJECT ID	DI_TR_02
PROJECT DESCRIPTION	DELIVERY of shared path along northern boundary of DI_DR_01 (WW-02-SP)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Transport
Project Cost	\$590,248.48
Indicative Provision Trigger	Concurrent with construction of DI_DR_01.
Strategic Justification	PMP Urbanists Creamery Road Movement and Place Classification Final Report (July 2024)
External Apportionment	0.00%
Project Cost to MCA	\$590,248.48
Demand Units	210.220
Levy Amount	\$2,807.77
Costing Source	City of Greater Geelong Active Transport Costings, July 2024.

DCP PROJECT ID	DI_OS_01
PROJECT DESCRIPTION	DELIVERY of Myers Reserve Extension (SR-01)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Open Space
Project Cost	\$6,829,000.00
Indicative Provision Trigger	Prior to 40% of dwellings delivered in Creamery Road Precinct, or as required according to demand levels and subject to DCP funding
Strategic Justification	TAP Consulting NWGGA Social Infrastructure Report (November 2018) and HillPDA NWGGA Social Infrastructure and Open Space DCP Costings and Peer Review (June 2024), City of Greater Geelong Creamery Road PSP Open Space Network Report (October 2025) and SGS Peer Review: CRPSP Open Space Network (September 2025)
External Apportionment	30.00%
Project Cost to MCA	\$4,780,300.00
Demand Units	210.220
Levy Amount	\$22,739.51
Costing Source	Zinc Cost Management Creamery Road PSP Myers Reserve Extension and Northern Sports Reserve Cost Plan No. 1B, September 2025

7.2 APPENDIX B – PROJECT SHEETS

DCP PROJECT ID	DI_OS_01_L
PROJECT DESCRIPTION	LAND for Myers Reserve Extension (SR-01-LA-P31)
Infrastructure Type	Development
Delivery Type	Land
Infrastructure Category	Open Space
Project Cost	\$5,930,461.94
Indicative Provision Trigger	At time of subdivision, as required according to demand levels and subject to DCP funding.
Strategic Justification	City of Greater Geelong Creamery Road PSP Open Space Network Report (October 2025) and SGS Peer Review: CRPSP Open Space Network (September 2025)
External Apportionment	0.00%
Project Cost to MCA	\$5,930,461.94
Demand Units	210.220
Levy Amount	\$28,210.74
Costing Source	Urbis Land Valuations, November 2025.

DCP PROJECT ID	DI_OS_02
PROJECT DESCRIPTION	DELIVERY of Northern Sports Reserve (SR-02)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Open Space
Project Cost	\$19,285,000.00
Indicative Provision Trigger	Prior to 60% of dwellings delivered in Creamery Road Precinct, or as required according to demand levels and subject to DCP funding
Strategic Justification	TAP Consulting NWGGA Social Infrastructure Report (November 2018) and HillPDA NWGGA Social Infrastructure and Open Space DCP Costings and Peer Review (June 2024), City of Greater Geelong Creamery Road PSP Open Space Network Report (October 2025) and SGS Peer Review: CRPSP Open Space Network (September 2025)
External Apportionment	0.00%
Project Cost to MCA	\$19,285,000.00
Demand Units	210.220
Levy Amount	\$91,737.23
Costing Source	Zinc Cost Management Creamery Road PSP Myers Reserve Extension and Northern Sports Reserve Cost Plan No. 1, October 2025

7.2 APPENDIX B – PROJECT SHEETS

DCP PROJECT ID	DI_OS_02_L
PROJECT DESCRIPTION	LAND for Northern Sports Reserve (SR-02-LA-P12)
Infrastructure Type	Development
Delivery Type	Land
Infrastructure Category	Open Space
Project Cost	\$14,272,873.37
Indicative Provision Trigger	At time of subdivision, as required according to demand levels and subject to DCP funding.
Strategic Justification	City of Greater Geelong Creamery Road PSP Open Space Network Report (October 2025) and SGS Peer Review: CRPSP Open Space Network (September 2025)
External Apportionment	0.00%
Project Cost to MCA	\$14,272,873.37
Demand Units	210.220
Levy Amount	\$67,894.94
Costing Source	Urbis Land Valuations, November 2025.

DCP PROJECT ID	DI_DR_01
PROJECT DESCRIPTION	DELIVERY of Wetland Retarding Basin No.1 (WLRB-01)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Drainage
Project Cost	\$7,433,015.63
Indicative Provision Trigger	Short term. Outfall into DI_DR_12 and Conservation are which must be completed first.
Strategic Justification	Water Technology Drainage Strategy Peer Review Report (October 2025)
External Apportionment	0.00%
Project Cost to MCA	\$7,433,015.63
Demand Units	210.220
Levy Amount	\$35,358.27
Costing Source	Water Technology Drainage Strategy Peer Review Report (Creamery Road PSP Revised Drainage Strategy Review), October 2025.

7.2 APPENDIX B – PROJECT SHEETS

DCP PROJECT ID	DI_DR_01_L
PROJECT DESCRIPTION	LAND for Wetland Retarding Basin No.1
Infrastructure Type	Development
Delivery Type	Land
Infrastructure Category	Drainage
Project Cost	\$4,391,168.38
Indicative Provision Trigger	Short term. Can be provided with first sub-division.
Strategic Justification	Water Technology Drainage Strategy Peer Review Report (October 2025)
External Apportionment	0.00%
Project Cost to MCA	\$4,391,168.38
Demand Units	210.220
Levy Amount	\$20,888.44
Costing Source	PLEM

DCP PROJECT ID	DI_DR_02
PROJECT DESCRIPTION	DELIVERY of Wetland Retarding Basin No.2 (WLRB-02)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Drainage
Project Cost	\$4,486,529.25
Indicative Provision Trigger	Short term. Must be functioning before contributing sub-catchments and upstream catchment can develop and after DI_DR_01 is functioning.
Strategic Justification	Water Technology Drainage Strategy Peer Review Report (October 2025)
External Apportionment	0.00%
Project Cost to MCA	\$4,486,529.25
Demand Units	210.220
Levy Amount	\$21,342.07
Costing Source	Water Technology Drainage Strategy Peer Review Report (Creamery Road PSP Revised Drainage Strategy Review), October 2025.

7.2 APPENDIX B – PROJECT SHEETS

DCP PROJECT ID	DI_DR_02_L
PROJECT DESCRIPTION	LAND for Wetland Retarding Basin No.2
Infrastructure Type	Development
Delivery Type	Land
Infrastructure Category	Drainage
Project Cost	\$4,536,644.84
Indicative Provision Trigger	Short term. Can be provided with first sub-division.
Strategic Justification	Water Technology Drainage Strategy Peer Review Report (October 2025)
External Apportionment	0.00%
Project Cost to MCA	\$4,536,644.84
Demand Units	210.220
Levy Amount	\$21,580.46
Costing Source	Urbis Land Valuations, November 2025.

DCP PROJECT ID	DI_DR_05
PROJECT DESCRIPTION	DELIVERY of Wetland Retarding Basin No.5 (WLRB-05)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Drainage
Project Cost	\$6,076,453.95
Indicative Provision Trigger	Short term. Must be functioning before contributing sub-catchments can develop and after DI_DR_01 and DI_DR_11 is functioning.
Strategic Justification	Water Technology Drainage Strategy Peer Review Report (October 2025)
External Apportionment	0.00%
Project Cost to MCA	\$6,076,453.95
Demand Units	210.220
Levy Amount	\$28,905.21
Costing Source	Urbis Land Valuations, November 2025.

7.2 APPENDIX B – PROJECT SHEETS

DCP PROJECT ID	DI_DR_05_L
PROJECT DESCRIPTION	LAND for Wetland Retarding Basin No.5
Infrastructure Type	Development
Delivery Type	Land
Infrastructure Category	Drainage
Project Cost	\$5,923,591.23
Indicative Provision Trigger	Short term. Can be provided with first sub-division.
Strategic Justification	Water Technology Drainage Strategy Peer Review Report (October 2025)
External Apportionment	0.00%
Project Cost to MCA	\$5,923,591.23
Demand Units	210.220
Levy Amount	\$28,178.06
Costing Source	Urbis Land Valuations, November 2025.

DCP PROJECT ID	DI_DR_06
PROJECT DESCRIPTION	DELIVERY of Wetland Retarding Basin No.6 (WLRB-06)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Drainage
Project Cost	\$3,797,930.71
Indicative Provision Trigger	Short term. Must be functioning before contributing sub-catchments can develop and after outfall is functioning.
Strategic Justification	Water Technology Drainage Strategy Peer Review Report (October 2025)
External Apportionment	0.00%
Project Cost to MCA	\$3,797,930.71
Demand Units	210.220
Levy Amount	\$18,066.46
Costing Source	Water Technology Drainage Strategy Peer Review Report (Creamery Road PSP Revised Drainage Strategy Review), October 2025.

7.2 APPENDIX B – PROJECT SHEETS

DCP PROJECT ID	DI_DR_06_L
PROJECT DESCRIPTION	LAND for Wetland Retarding Basin No.6
Infrastructure Type	Development
Delivery Type	Land
Infrastructure Category	Drainage
Project Cost	\$2,354,602.12
Indicative Provision Trigger	Short term. Can be provided with first sub-division.
Strategic Justification	Water Technology Drainage Strategy Peer Review Report (October 2025)
External Apportionment	0.00%
Project Cost to MCA	\$2,354,602.12
Demand Units	210.220
Levy Amount	\$11,200.66
Costing Source	Urbis Land Valuations, November 2025.

DCP PROJECT ID	DI_DR_07
PROJECT DESCRIPTION	DELIVERY of Wetland Retarding Basin No.7 (WLRB-07)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Drainage
Project Cost	\$3,370,113.34
Indicative Provision Trigger	Short term. Must be functioning before contributing sub-catchments can develop and after outfall to Cowies Creek through Conservation area is functioning.
Strategic Justification	Water Technology Drainage Strategy Peer Review Report (October 2025)
External Apportionment	0.00%
Project Cost to MCA	\$3,370,113.34
Demand Units	210.220
Levy Amount	\$16,031.36
Costing Source	Water Technology Drainage Strategy Peer Review Report (Creamery Road PSP Revised Drainage Strategy Review), October 2025.

7.2 APPENDIX B – PROJECT SHEETS

DCP PROJECT ID	DI_DR_07_L
PROJECT DESCRIPTION	LAND for Wetland Retarding Basin No.7
Infrastructure Type	Development
Delivery Type	Land
Infrastructure Category	Drainage
Project Cost	\$5,320,000.00
Indicative Provision Trigger	Short term. Can be provided with first sub-division.
Strategic Justification	Water Technology Drainage Strategy Peer Review Report (October 2025)
External Apportionment	0.00%
Project Cost to MCA	\$5,320,000.00
Demand Units	210.220
Levy Amount	\$25,306.82
Costing Source	Urbis Land Valuations, November 2025.

DCP PROJECT ID	DI_DR_08
PROJECT DESCRIPTION	DELIVERY of Wetland Retarding Basin No.8 (WLRB-08)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Drainage
Project Cost	\$2,641,550.23
Indicative Provision Trigger	Short term. Must be provided before the contributing sub-catchment can develop and after Conservation zone works and outfall to Cowies Creek is established.
Strategic Justification	Water Technology Drainage Strategy Peer Review Report (October 2025)
External Apportionment	0.00%
Project Cost to MCA	\$2,641,550.23
Demand Units	210.220
Levy Amount	\$12,565.65
Costing Source	Water Technology Drainage Strategy Peer Review Report (Creamery Road PSP Revised Drainage Strategy Review), October 2025.

7.2 APPENDIX B – PROJECT SHEETS

DCP PROJECT ID	DI_DR_09
PROJECT DESCRIPTION	DELIVERY of Wetland Retarding Basin No.9, Sediment Basin, Bioretention Basin and Growling Grass Frog Pond (WLRB-09/SRB-09)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Drainage
Project Cost	\$2,597,044.28
Indicative Provision Trigger	Short term. Must be provided before the contributing sub-catchment can develop and after Conservation zone works and outfall to Cowies Creek is established.
Strategic Justification	Water Technology Drainage Strategy Peer Review Report (October 2025)
External Apportionment	0.00%
Project Cost to MCA	\$2,597,044.28
Demand Units	210.220
Levy Amount	\$12,353.94
Costing Source	Urbis Land Valuations, November 2025.

DCP PROJECT ID	DI_DR_09_L
PROJECT DESCRIPTION	LAND for Wetland Retarding Basin No.9
Infrastructure Type	Development
Delivery Type	Land
Infrastructure Category	Drainage
Project Cost	\$710,000.00
Indicative Provision Trigger	Short term. Can be provided with first sub-division.
Strategic Justification	Water Technology Drainage Strategy Peer Review Report (October 2025)
External Apportionment	0.00%
Project Cost to MCA	\$710,000.00
Demand Units	210.220
Levy Amount	\$3,377.41
Costing Source	Water Technology Drainage Strategy Peer Review Report (Creamery Road PSP Revised Drainage Strategy Review), October 2025.

7.2 APPENDIX B – PROJECT SHEETS

DCP PROJECT ID	DI_DR_10
PROJECT DESCRIPTION	DELIVERY of Waterway No.1 (WW-01)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Drainage
Project Cost	\$1,180,253.03
Indicative Provision Trigger	Short term. Must be provided with DI_DR_02 sub-catchments and before upstream catchment can develop.
Strategic Justification	Water Technology Drainage Strategy Peer Review Report (October 2025)
External Apportionment	0.00%
Project Cost to MCA	\$1,180,253.03
Demand Units	210.220
Levy Amount	\$5,614.37
Costing Source	Urbis Land Valuations, November 2025.

DCP PROJECT ID	DI_DR_11
PROJECT DESCRIPTION	DELIVERY of Waterway No.2 (WW-02)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Drainage
Project Cost	\$773,742.38
Indicative Provision Trigger	Short term. Must be provided before DI_DR_05 sub-catchment can develop and after DI_DR_01 is functioning.
Strategic Justification	Water Technology Drainage Strategy Peer Review Report (October 2025)
External Apportionment	0.00%
Project Cost to MCA	\$773,742.38
Demand Units	210.220
Levy Amount	\$3,680.63
Costing Source	Water Technology Drainage Strategy Peer Review Report (Creamery Road PSP Revised Drainage Strategy Review), October 2025.

7.2 APPENDIX B – PROJECT SHEETS

DCP PROJECT ID	DI_DR_12
PROJECT DESCRIPTION	DELIVERY of Ephemeral Waterway (EW-01)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Drainage
Project Cost	\$250,606.25
Indicative Provision Trigger	Short term. Must be provided before upstream catchment can develop and after Conservation zone works and outfall to Cowies Creek is established.
Strategic Justification	Water Technology Drainage Strategy Peer Review Report (October 2025)
External Apportionment	0.00%
Project Cost to MCA	\$250,606.25
Demand Units	210.220
Levy Amount	\$1,192.11
Costing Source	Urbis Land Valuations, November 2025.

DCP PROJECT ID	DI_DR_13
PROJECT DESCRIPTION	DELIVERY of Gross Pollutant Trap 1 (GPT-01)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Drainage
Project Cost	\$253,569.00
Indicative Provision Trigger	Long term. Water quality objectives meet through delivery of all other WLRBs in Precinct.
Strategic Justification	Water Technology Drainage Strategy Peer Review Report (October 2025)
External Apportionment	0.00%
Project Cost to MCA	\$253,569.00
Demand Units	210.220
Levy Amount	\$1,206.21
Costing Source	Alluvium CRPSP Development Services Scheme Addendum to Functional Design Report: Revised Concept Designs, June 2024 (Indexed from June 2024 to June 2025 based on PPI).

7.2 APPENDIX B – PROJECT SHEETS

DCP PROJECT ID	DI_DR_14
PROJECT DESCRIPTION	DELIVERY of Gross Pollutant Trap 2 (GPT-02)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Drainage
Project Cost	\$224,937.00
Indicative Provision Trigger	Long term. Water quality objectives meet through delivery of all other WLRBs in Precinct.
Strategic Justification	Water Technology Drainage Strategy Peer Review Report (October 2025)
External Apportionment	0.00%
Project Cost to MCA	\$224,937.00
Demand Units	210.220
Levy Amount	\$1,070.01
Costing Source	Alluvium CRPSP Development Services Scheme Addendum to Functional Design Report: Revised Concept Designs, June 2024 (Indexed from June 2024 to June 2025 based on PPI).

DCP PROJECT ID	DI_CF_01
PROJECT DESCRIPTION	DELIVERY of Creamery Road Early Years and Community Hub (CF-01)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Community
Project Cost	\$20,984,722.00
Indicative Provision Trigger	Prior to 30% of dwellings delivered in Creamery Road Precinct, or as required according to demand levels and subject to DCP funding
Strategic Justification	TAP Consulting NWGGA Social Infrastructure Report (November 2018) and HillPDA NWGGA Social Infrastructure and Open Space DCP Costings and Peer Review (June 2024)
External Apportionment	0.00%
Project Cost to MCA	\$20,984,722.00
Demand Units	210.220
Levy Amount	\$99,822.67
Costing Source	Hill PDA NWGGA Social Infrastructure and Open Space Development Contributions Plan Peer Review and Costing, June 2024. Updated with City of Greater Geelong Revised Costings for Creamery Road Early Years and Community Hub, September 2025 (Indexed from December 2022 to June 2025 based on PPI).

7.2 APPENDIX B – PROJECT SHEETS

DCP PROJECT ID	DI_CF_01_L
PROJECT DESCRIPTION	LAND for Creamery Road Early Years and Community Hub
Infrastructure Type	Development
Delivery Type	Land
Infrastructure Category	Community
Project Cost	\$1,552,511.42
Indicative Provision Trigger	At time of subdivision, as required according to demand levels and subject to DCP funding
Strategic Justification	TAP Consulting NWGGA Social Infrastructure Report (November 2018) and HillPDA NWGGA Social Infrastructure and Open Space DCP Costings and Peer Review (June 2024)
External Apportionment	0.00%
Project Cost to MCA	\$1,552,511.42
Demand Units	210.220
Levy Amount	\$7,385.17
Costing Source	Urbis Land Valuations, November 2025.

DCP PROJECT ID	DI_P_01
PROJECT DESCRIPTION	Planning Costs
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Planning
Project Cost	\$2,335,040.00
Indicative Provision Trigger	Complete
Strategic Justification	Complete
External Apportionment	0.00%
Project Cost to MCA	\$2,335,040.00
Demand Units	210.220
Levy Amount	\$11,107.60
Costing Source	City of Greater Geelong Creamery Road Planning Costs, September 2025

7.2 APPENDIX B – PROJECT SHEETS

DCP PROJECT ID	CI_CF_ML_01
PROJECT DESCRIPTION	DELIVERY of McCanns Lane Cultural Hub incl Library and Museum (CF-ML-01)
Infrastructure Type	Community
Delivery Type	Construction
Infrastructure Category	Community
Project Cost	\$31,148,602.00
Indicative Provision Trigger	Prior to 80% of dwellings delivered in Western Geelong Growth Area, or as required according to demand levels and subject to DCP funding
Strategic Justification	TAP Consulting NWGGA Social Infrastructure Report (November 2018) and HillPDA NWGGA Social Infrastructure and Open Space DCP Costings and Peer Review (June 2024)
External Apportionment	89.26%
Project Cost to MCA	\$3,345,359.85
Demand Units	4,204
Levy Amount	\$795.76
Costing Source	Hill PDA NWGGA Social Infrastructure and Open Space Development Contributions Plan Peer Review and Costing, June 2024, September 2025 (Indexed from December 2022 to June 2025 based on PPI).

DCP PROJECT ID	CI_OS_01
PROJECT DESCRIPTION	DELIVERY of Northern Sports Reserve Pavilion
Infrastructure Type	Community
Delivery Type	Construction
Infrastructure Category	Community
Project Cost	\$6,500,507.00
Indicative Provision Trigger	Concurrent with construction of DI_OS_02
Strategic Justification	TAP Consulting NWGGA Social Infrastructure Report (November 2018) and HillPDA NWGGA Social Infrastructure and Open Space DCP Costings and Peer Review (June 2024)
External Apportionment	0.00%
Project Cost to MCA	\$6,500,507.00
Demand Units	4,204
Levy Amount	\$1,546.27
Costing Source	Hill PDA NWGGA Social Infrastructure and Open Space Development Contributions Plan Peer Review and Costing, June 2024, September 2025 (Indexed from December 2022 to June 2025 based on PPI).

Appendix G Council Final Schedule 8 to the Urban Growth Zone

Council's final response version of Schedule 8 to the Urban Growth Zone following receipt of other parties' final drafting comments (Document 142).

Proposed
C4500000

SCHEDULE 8 TO CLAUSE 37.07 URBAN GROWTH ZONE

Shown on the planning scheme map as **UGZ8**.

CREAMERY ROAD PRECINCT STRUCTURE PLAN

1.0

The Plan

Proposed
C4500000

Plan 1 shows the future urban structure proposed in the incorporated Creamery Road Precinct Structure Plan (PSP).



2.0 Use and development

Proposed
2.1

Proposed
C4500000

The Land

The provisions of this schedule only apply to the land within the Creamery Road Precinct shown on Plan 1 of this schedule and shown as UGZ8 on the planning scheme maps. This schedule must be read in conjunction with the Creamery Road PSP.

2.2 Applied zone provisions

Proposed
C4500000

The provisions of the following zones in this scheme apply to the use and subdivision of land, construction of a building, and construction and carrying out of works, by reference to Plan 1 of this schedule.

Table 1: Applied zone provisions

Land shown on plan 1 of this schedule Mixed Use Zone	Applied zone provisions Clause 32.04 - Mixed Use Zone (MUZ)
Land shown on plan 1 of this schedule Residential Growth Zone Local Convenience Centre	Applied zone provisions Clause 32.07 - Residential Growth Zone (RGZ1)
Land shown on plan 1 of this schedule Neighbourhood Activity Centre	Applied zone provisions Clause 34.01 – Commercial 1 Zone (C1Z)
Land shown on plan 1 of this schedule Barwon Water Facility	Applied zone provisions Clause 36.01 - Public Use Zone (PUZ1)
Land shown on plan 1 of this schedule Proposed Government Primary School	Applied zone provisions Clause 36.01 – Public Use Zone (PUZ2)
Land shown on plan 1 of this schedule Community Park Proposed Sports Reserve Existing Sports Reserve Waterway and Drainage Asset (including online drainage)	Applied zone provisions Clause 36.02 Public Park and Recreation Zone (PPRZ)
Land shown on plan 1 of this schedule Cowies Creek Conservation	Applied zone provisions Clause 36.03 - Public Conservation and Resource Zone (PCRZ)
Land shown on plan 1 of this schedule Clever and Creative Corridor Clever and Creative Boulevard	Applied zone provisions Clause 36.04 – Transport Zone (TRZ3)
Land shown on plan 1 of this schedule All other land	Applied zone provisions Clause 32.08 – General Residential Zone Schedule 1 (GRZ1)

2.3 Specific provisions – Use of land

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Proposed
C4500000

Section 1 - Permit not required

Use	Condition
Shop (other than Adult sex product shop) where the applied zone is Commercial 1 Zone	The combined leasable floor area of all shops must not exceed 5,625 square metres.
Shop (other than Adult sex product shop) where the applied zone is Mixed Use Zone	The combined leasable floor area of all shops must not exceed 2,625 square metres.
Office	The combined leasable floor area of all offices must not exceed 1,875 square metres.
Any use listed in Clause 62.01	Must meet requirements of Clause 62.01.

Section 2 - Permit required

Use	Condition
Any other use not in Section 1 or 3 of the applied zone	

Section 3 – Prohibited

Use	Condition
Accommodation	Prohibited within the Quarry Buffer in the incorporated Creamery Road Precinct Structure Plan whilst the Batesford Quarry Facility continues to operate at 380-530 Ballarat Road, Batesford.
Education Centre	
Minor sports and recreation facility	
Medical centre	Note: The Quarry Buffer may be reduced or deleted if the facility ceases operation or changes its operations and an amenity assessment report is prepared to the satisfaction of the responsible authority. If the facility ceases or changes its operations and the Quarry Buffer is reduced or deleted then the permit requirements of the applied zone apply to land which is no longer required to act as a buffer.
Hospital	

2.4 Specific provisions - Subdivision

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Proposed
C4500000

Super Lots in Amenity Areas

For subdivision applications containing super lots within the Amenity Areas, a concept design plan and/or indicative subdivision layout must be submitted demonstrating how the future development of the land can achieve the dwelling yields set out within Section 3.1.2 (Housing Diversity, Density and Choice) of the Creamery Road PSP.

Cowies Creek Conservation Area

Any proposed subdivision within or directly adjacent to the Cowies Creek Conservation Area as shown in Plan 17 Biodiversity & Threatened Species of the Creamery Road PSP must be generally in accordance with Plan 18 Cowies Creek Landscape Masterplan of the Creamery Road PSP and address any approval under the EPBC Act 1999 and the *WGGA Cowies Creek Conservation Area Growling Grass Frog Conservation Management Plan* (Biosis, 2024) as amended from time to time.

2.5 Specific provisions - Buildings and works

Proposed
C4500000

Dwellings on a lot less than 300 square metres

A permit is not required to construct or extend one dwelling on a lot with an area less than 300 square metres where a site is identified as a lot to be assessed against the Small Lot Housing Code (Victorian Planning Authority, November 2024, or as amended) via a restriction on title, and it complies with the Small Lot Housing Code incorporated into this Scheme.

Cowies Creek Conservation Area

Any proposed development (including earthworks, paths, in-stream pools, ephemeral soaks, street furniture or other infrastructure works) within or directly adjacent to the Cowies Creek Conservation Area as shown in Plan 17 Biodiversity & Threatened Species of the Creamery Road PSP must be generally in accordance with Plan 18 Cowies Creek Landscape Masterplan of the Creamery Road PSP and address any approval under the EPBC Act 1999 and the *WGGA Cowies Creek Conservation Area Growling Grass Frog Conservation Management Plan* (Biosis, 2024) as amended from time to time.

Building Heights in Residential Areas

A permit may be granted in accordance with the maximum height provisions at Table 3, Housing Delivery Guide of the Creamery Road PSP to construct a building and carry out works associated with the delivery of dwellings that exceed a mandatory height requirement within an applied residential zone.

Recycled Water

Provision of reticulated recycled water to all newly created lots and buildings must be connected to a reticulated recycled water supply system for toilet flushing and garden watering. Where a reticulated recycled water supply system is not available to the building, a building must be connected to a rain water tank with a minimum capacity of 2500 litres for toilet flushing and garden watering or an alternative grey water recycling system to the satisfaction of the responsible authority.

2.6 Specific provisions – Neighbourhood Activity Centre

Proposed
C4500000

A permit application can be lodged to facilitate assessment against a draft Urban Design Framework (UDF) but must not be granted to use or subdivide land, or to construct a building or construct and carry out works within the land identified as the NAC Precinct in the incorporated *Creamery Road Precinct Structure Plan* until an UDF has been prepared for the precinct to the satisfaction of the responsible authority. Unless the Responsible Authority agrees otherwise, the UDF must:

- address all land in the NAC Precinct
- be generally in accordance with the Creamery Road PSP
- address and respond to Section 3.1.4 (Activity Centres & Employment) and Appendix 5 (Activity Centres) of the Creamery Road PSP.

The UDF may be amended to the satisfaction of the responsible authority.

A permit may be granted to use or subdivide land, or to construct a building or construct and carry out works land within the NAC Precinct prior to approval of an UDF if, in the opinion of the responsible authority, the granting of the permit will not prejudice the achievement of the design intent and design principles for the Activity Centre set out in Appendix 5 of the Creamery Road PSP.

3.0 Application requirements

 Proposed
CASHMERE

The following application requirements apply to an application for a permit under Clause 37.07, in addition to those specified in Clause 37.07 and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority.

If, in the opinion of the responsible authority, an application requirement listed below is not relevant to the assessment of an application, the responsible authority may waive, vary or reduce the requirement.

Subdivision – General Subdivision

For any application to subdivide land, a subdivision design response must include to the satisfaction of the responsible authority:

- A written report that sets out how the application implements the [relevant](#) objectives, requirements and guidelines within the Creamery Road PSP.
- A Subdivision Staging Plan which also includes the location of above-ground utilities (such as electricity substations, kiosks and sewer pumps).
- The location of proposed planned community infrastructure, public open space areas and their recreation function where appropriate.
- Integration with the existing or proposed subdivision of adjoining properties including through alignment and configuration of the street network and landscape character.
- A Complete Streets Plan that shows:
 - Access arrangements of properties to all existing and future arterial roads where direct property access to Princes Freeway, Midland Highway and Geelong Ballan Road is restricted;
 - Potential bus route and bus stop locations in consultation with the Head, Transport for Victoria;
 - Walking catchment to activity centres, which nominate transport stops, open space areas, schools and community facilities;
 - Cross sections in accordance with Appendix 3 of the Creamery Road PSP.
- A land use budget table utilising the same format and methodology as the Creamery Road PSP, identifying the amount of land allocated to the proposed uses, net developable area, number of lots, average lot size, expected population, overall density achieved, employment yield and whether a variation is sought.
- A response to the Creamery Road Native Vegetation Precinct Plan (NVPP).
- A Canopy Cover Plan that demonstrates that a proposal meets the localised minimum canopy coverage stipulated in Table 12 Canopy Coverage Requirement by Land Use of the Creamery Road PSP. Upon request, tree location and species data should be made available in a GIS or vector format.
- An application for subdivision of land must be accompanied by a Bushfire Management Plan which responds to Section 3.6.2 Bushfire Resilience and Clause 53.02 (Bushfire Planning) of the Greater Geelong Planning Scheme.
- An Integrated Water Management Plan (IWMP) that:
 - Responds to the requirements and guidelines of Chapter 3.5 Integrated Water Management, and to the relevant requirements and guidelines of Chapter 3.8 Delivery, in the Creamery Road PSP;
 - Assesses the existing surface and subsurface drainage conditions on the site;
 - Addresses the provision, staging and timing of stormwater drainage infrastructure.
 - Consultation with the Head, Transport for Victoria where there is impact to the Principal Road Network.

Affordable Housing

An application for buildings and works for residential or mixed-use purposes or to subdivide land into ten or more residential lots, must include a written statement outlining whether the proposal can contribute to the voluntary delivery of affordable housing in the precinct, and if affordable housing is to be provided, the proposed delivery mechanisms. It should respond to the relevant guidelines in Section 3.1.2 (Housing Diversity, Density and Choice) of the Creamery Road PSP.

Sustainable Development

An application to subdivide land into ten or more lots, or for buildings and works, must provide the following information, where relevant, to the satisfaction of the responsible authority:

- Residential ESD Design Guidelines in accordance with Section 3.1.2 (Housing Diversity, Density & Choice) of the Creamery Road PSP.
- A Zero Carbon Operational Energy Plan in accordance with Section 3.3.1 (Sustainable Energy & Zero Carbon) of the Creamery Road PSP.
- A Circular Economy Plan which demonstrates how the proposal responds to Section 3.7 (Circular Economy) of the Creamery Road PSP.
- A response to any other relevant sustainable development provision of the Creamery Road PSP.

Public Infrastructure Plan

An application to use or subdivide land, construct a building, or construct or carry out works must be accompanied by a Public Infrastructure Plan which addresses the following, to the satisfaction of the responsible authority:

- What land may be affected or required for the provision of infrastructure works;
- The provision, staging and timing and delivery of stormwater drainage works, road works internal and external to the land consistent with any relevant traffic report or assessment;
- What, if any, infrastructure set out in the incorporated Creamery Road Development Contributions Plan (DCP) applying to the land is sought to be provided as “works in kind” subject to the consent of the collecting agency;
- The landscaping of any land;
- The provision of public open space and land for any community facilities; and
- Any other matter relevant to the provision of public infrastructure required by the responsible authority or relevant authority if known.

Existing conditions plan

Applications for the development of a shop and/or office with a total leasable floor area of 250 square metres or more within the NAC Precinct or Local Convenience Centres must submit a floor plan or written report detailing the existing and proposed leasable floor space of existing shops and/or office floor space within the entire precinct. The plan/report must outline whether the proposal exceeds the amount listed in Table 6 Neighbourhood Activity Centre of the Creamery Road PSP.

Preliminary Risk Screen Assessment

Unless otherwise approved in writing by the responsible authority, an application to use or subdivide land, construct a building, or construct or carry out works for or associated with a new sensitive use (residential use, child care centre, kindergarten, pre-school centre, primary school, children’s playground, and secondary school) must be accompanied by either:

- a) a Preliminary Risk Screen Assessment Statement in accordance with the *Environment Protection Act 2017*, stating that an environmental audit is not required for the proposal; or

- b) An environmental audit statement under Part 8.3, Division 3 of the *Environment Protection Act 2017* stating that the land is suitable for the proposed use or development if the recommendations made in the statement are complied with.

Written confirmation of compliance must be provided by a suitably qualified environmental consultant or other suitable person (with the costs borne by the applicant) to the satisfaction of the responsible authority.

Note:

A suitably qualified environmental consultant acceptable to the responsible authority may include an environmental auditor appointed under the *Environment Protection Act 2017* or an environmental professional with qualifications and competence consistent with Schedule B9 of the National Environment Protection (Assessment of Site Contamination Measure 1999) (as amended 2013).

Despite the above, the responsible authority may determine that a Preliminary Risk Screen Assessment Statement is not required in relation to an application to use or subdivide land, construct a building, or construct or carry out works for or associated with a new sensitive use (residential use, child care centre, kindergarten, pre-school centre, primary school, children's playground, and secondary school) where a suitably detailed Preliminary Site Investigation has been provided which, to the satisfaction of the responsible authority, adequately assesses land contamination risks and demonstrates the suitability of the land for the proposed sensitive use.

Preliminary Site Investigation

An application to use or subdivide land, construct a building, or construct or carry out works for a non-sensitive use must be accompanied by a Preliminary Site Investigation prepared by a suitably qualified person. The assessment must be issued stating whether or not a Preliminary Risk Screen Assessment or environmental audit is required for the application.

Traffic Impact Assessment Report

An application that proposes to create or alter access to any road in a TR2Z or TR3Z must be accompanied by a Traffic Impact Assessment Report (TIAR).

The TIAR, including functional layout plans and a feasibility/concept road safety audit, must be prepared prior to the commencement of development, to the satisfaction of, at no cost to, the responsible authority and the Head, Transport for Victoria.

Acoustic Report

An application to use or subdivide land, construct a building, or construct or carry out works for accommodation, child care centre, kindergarten or education centre (other than Tertiary institution and Employment training centre) must be accompanied by an Acoustic Assessment report, prepared by a qualified acoustic engineer or other suitably qualified person to the satisfaction of the responsible authority. The report must:

- Address the Creamery Road PSP Acoustic Assessment and provide suitable recommendations to ensure the following internal noise levels are met:
 - For bedrooms, not greater than equivalent noise level of 35 dB LAeq,8h from 10pm to 6am; and, for rail noise a maximum noise level of 55 (65 for freight) dB LAmax.
 - For other habitable rooms, not greater than equivalent noise level of 35dB LAeq,8h from 10pm to 6am; and for railway noise a maximum noise level of 60 (70 for freight) dB LAmax.
 - For areas other than sleeping and living areas, the median value of the range of recommended design sound levels of Australian Standard AS/NZ 2107:2016 (Acoustics – Recommended design sound level and reverberation times for building interiors).
- Assess noise levels:

- Considering the cumulative noise from all sources impacting on the proposal including industry and road traffic, railway, as well as potential other potential noise sources; and
 - Considering the existing and likely future noise levels associated with the expansion of surrounding roads, and;
 - Considering risks associated with variation in quarry activities or their location, and;
 - In unfurnished rooms with a finished floor and the windows closed and be based on average external noise levels measured as part of a noise level assessment.
 - Include recommendations for any noise attenuation measures required to meet the applicable noise level objectives, consistent with Clause 13.05-1S and the Creamery Road PSP Acoustic Report, and which can be implemented through subdivision with measures such as land use separation, appropriate setback distances, use of barriers, and orientation and positioning of lots so that private open space is shielded from noise from the railway line and arterial roads.
- Include additional considerations, where relevant, to address:
 - the risk of residual impact associated with the nominated L_{Amax} levels;
 - potential noise character (tonality, impulsiveness or intermittency);
 - noise with high energy in the low frequency range;
 - vibration; and,
 - transient or variable noise.
 - Specifies that the Acoustic Assessment report is to be implemented via a restriction detailed on the plan of subdivision and registered on title or a signed agreement made between the landowner, the Head, Transport for Victoria and the Responsible Authority under Section 173 of the *Planning and Environment Act 1987*.
 - Be accompanied by plans (drawn to scale and dimensioned) which show the design of any required acoustic barrier

Recommendations in the report must be implemented prior to statement of compliance or building occupancy to the satisfaction of the responsible authority.

Community Park Masterplan

If a community park is located over two or more properties with different ownership, the first permit applicant must prepare a master plan for the entire park and submit evidence of consultation with the relevant adjoining landowners to the satisfaction of the responsible authority.

Certificate of Acknowledgement of Consent

An application to subdivide land, construct a building, or construct or carry out works must be accompanied by a Certificate of Acknowledgement of Consent recording agreement with the City to rely on the Northern and Western Geelong Growth Areas EPBC Plan approval under Part 10 of the *Environment Protection and Biodiversity Conservation Act 1999* except where there is an existing approval under Part IX of that Act.

An assessment considering whether the proposal is in accordance with any relevant approval or draft approval under the Environment Protection and Biodiversity Conservation Act 1999.

Geotechnical assessment for moderate landslide susceptibility areas

An application to subdivide land, construct a building, or construct or carry out works within the 'moderate landslide susceptibility zone' as shown on Plan 4 Precinct Features of the Creamery Road PSP, must be accompanied by a geotechnical assessment in accordance with Australian Geomechanics Guidelines for Landslide Risk Management (2007, or as amended).

Geotechnical assessment for high landslide susceptibility areas

An application to subdivide land, construct a building, or construct or carry out works within the 'high landslide susceptibility zone' as shown on Plan 4 Precinct Features of the Creamery Road PSP must be accompanied by a geotechnical assessment in accordance with the Australian Geomechanic Guidelines for Landslide Risk Management (2007, or as amended) including detailed subsurface investigation and risk evaluation for both individual and societal risks. The assessment must demonstrate that the proposal will achieve low to very low risks levels prior to development.

Prior to commencement of works, any geotechnical or landslide risks must be addressed and mitigated in accordance with the recommendations of the geotechnical assessment to the satisfaction of the responsible authority.

A letter from a suitably qualified geotechnical practitioner must be submitted following mitigation works. It must indicate risks of landslide susceptibility and confirm that hazards are acceptable in accordance with Australian Geomechanics Guidelines for Landslide Risk Management (2007, or as amended).and will remain acceptable over the life of the development to the satisfaction of the responsible authority

Kangaroo Management Plan

Where a Kangaroo Management Plan has been approved by the Department of Environment, Energy and Climate Action (DECCA) in respect to the land to which the application applies, the application must be accompanied by:

- a copy of the approved Kangaroo Management Plan; and
- a 'design/management response' statement outlining how the application is consistent with and gives effect to any requirements of the approved Kangaroo Management Plan.

4.0 Proposed Changes

Conditions and requirements for permits

General Requirements

A permit must include a relevant condition or conditions as appropriate to give effect to any requirements or conditions set out in the Creamery Road PSP and the Creamery Road NVPP. The responsible authority may waive or vary the requirements of the following conditions.

Condition - Subdivision permits that allow the creation of a lot of less than 300 square metres - Small lot housing code

Any permit for subdivision that allows the creation of a lot less than 300 square metres must contain the following conditions:

- Prior to certification of the Plan of Subdivision for the relevant stage, a plan must be submitted for approval to the satisfaction of the responsible authority. The plan must identify the lots that will include a restriction on title providing for the application of the Small Lot Housing Code (Victorian Planning Authority, November 2024 or as amended); and
- The Plan of Subdivision submitted for certification must identify whether Type A, Type B or Type C of the Small Lot Housing Code (Victorian Planning Authority, November 2024 or as amended) applies to each lot to the satisfaction of the responsible authority.

Condition – Kangaroo Management Plan

A permit for subdivision of land must include the following conditions:

Prior to the certification of the Plan of Subdivision, unless otherwise agreed, a Kangaroo Management Plan must be prepared to the satisfaction of the relevant authority and must include:

- strategies to avoid land locking land adjacent to the subdivision that provides habitat to kangaroos; and
- management requirements to respond to the containment of kangaroos in an area with no reasonable likelihood of their continued safe existence; or
- management and monitoring actions to sustainably manage a population of kangaroos within a suitable location.

Condition – Subdivision or buildings and works permits where land is required for community facilities, public open space or road widening

A permit for subdivision or buildings and works where land is required for community facilities, public open space or road widening must include the following conditions:

- The costs associated with effecting the transfer or vesting of land required for community facilities, public open space or road widening must be borne by the permit holder; and
- Land required for community facilities, public open space or road widening must be transferred to or vested in the relevant public agency with any designation (e.g. road, reserve or lot) nominated by the relevant agency.

Condition – ESD Residential Design Guidelines

A permit for subdivision of more than 10 lots must include the following condition:

Prior to the certification of each plan of subdivision, Residential ESD Design Guidelines must be submitted and approved to the satisfaction of the responsible authority. The approved Residential ESD Design Guidelines must be applied as a restriction on the plan of subdivision to each relevant stage.

A permit for buildings and works must include the following condition:

The approved Residential ESD Design Guidelines are to be incorporated into the development and implemented to the satisfaction of the Responsible Authority.

Condition – Sustainability Performance for Community Facilities, Education and Activity Centres

A permit for development of any new community facility, education centre, retail or mixed-use building that is equal to or greater than 2,000 square metres gross floor area must include the following condition:

Prior to the commencement of works, a written statement must be provided by a qualified practitioner committing to a minimum 4-star Green Star Buildings standard, or an equivalent rating achieved through a similar tool, to maximise building sustainability performance and contribute to Victoria's net-zero emissions target to the satisfaction of the responsible authority.

Condition – Construction Environmental Management Plan (Cowies Creek Conservation Area)

A permit to subdivide land, construct a building, or construct or carry out works:

- on or within 50 metres of land shown as Cowies Creek Conservation Area in the Creamery Road PSP, or;
- on or within any sub catchment draining into the Cowies Creek Conservation Masterplan Area shown on Plan 17 Biodiversity & Threatened Species of the Creamery Road PSP

must include the following condition:

Unless otherwise agreed-in writing by the Responsibility Authority, prior to the commencement of works, a Construction Environmental Management Plan (CEMP) must be submitted to and endorsed by the Responsible Authority, demonstrating how the conservation area will be protected during works.

The CEMP should be generally consistent with the WGGa Cowies Creek Conservation Area Growling Grass Frog Conservation Management Plan (Biosis, 2024) and DECCA requirements for Construction Environmental Management Plans under the Melbourne Strategic Assessment (November 2020), or any future revision or superseding document.

Once endorsed the CEMP will form part of the permit and must be implemented to the satisfaction of the responsible authority

Condition – Functional Layout Plans

A permit for subdivision must include the following condition:

Prior to the Certification of the Plan of Subdivision for the land, or the relevant stage of subdivision, unless otherwise agreed, a detailed Functional Layout Plan must be submitted to and endorsed to the satisfaction of the responsible authority. The Functional Layout Plan must be submitted showing locations for underground services, vehicle crossovers, street lights, street trees (with root zones), future transit stops, bicycle parking, shared paths, traffic management, and smart city infrastructure as relevant. The plan must also nominate above and below ground placement of services and irrigation.

Condition - Protection of Conservation Areas and Native Vegetation During Construction

Unless otherwise agreed in writing by the responsible authority, a permit for subdivision or buildings and works on land including or abutting a conservation area as shown in the Creamery Road PSP, must include the following condition:

Prior to the commencement of development, a conservation area fencing plan must be submitted to and approved by the responsible authority to ensure the conservation area is adequately protected during construction. The fencing plan must contain the following:

- The boundaries of any conservation area, and the boundaries of any patch of native vegetation within the conservation area.
- The location and alignment of temporary protection fencing showing the following minimum distance from the element to be protected:

Element	Distance
Conservation area	2 metres
Patch of native vegetation	

Buildings and works must not commence until written evidence that protection fencing has been erected in accordance with the approved Conservation Area Fencing Plan is provided by a suitably qualified land surveyor to the responsible authority, and the responsible authority confirms it is satisfied by the evidence.

Condition – Commonwealth Biodiversity Developer Implementation Plan

Unless there is an approval under Part 9 of the Environment Protection and Biodiversity Conservation Act 1999, a permit to subdivide land, construct a building, or construct or carry out works on land within the biodiversity levy area as shown in the Northern and Western Geelong Growth Areas Strategic Assessment Funding Program, must include the following condition:

Prior to the certification of a plan of subdivision or the commencement of buildings or works (whichever comes first), a Commonwealth Biodiversity Developer Implementation Plan approved by the City under the Northern and Western Geelong Growth Areas EPBC Plan must be submitted to, the responsible authority.

Condition – Land management plan for conservation area

A permit to subdivide land containing a conservation area as shown in the Creamery Road PSP must include the following condition:

Prior to the commencement of works, a land management plan for the conservation area land must be prepared by a suitably qualified consultant and submitted to and approved by the responsible authority. The land management plan must outline how the biodiversity values for the Cowies Creek Conservation Area will be maintained, managed and improved, including:

- a) How environmental weeds will be managed up until the securing of the conservation area;
- b) How any revegetation will be undertaken in coordination with weed management activities to prevent re-colonisation of weed species;
- c) How rubbish and hazards will be removed, and any contaminated material managed up until the securing of the conservation area;

Once approved the plan will form part of the permit and must be implemented to the satisfaction of the responsible authority.

Condition – Security of conservation land

A permit to subdivide land containing a conservation area as shown in the Creamery Road PSP must include the following condition:

The owner of the land must, as part of the relevant plan of subdivision, create the conservation area as a separate lot or reserve. The boundaries of the lot or reserve on the plan of subdivision are subject to the prior satisfaction of the Responsible Authority. The owner must further secure the conservation area, by causing that lot or reserve to be vested, transferred, or protected in perpetuity in one of the following ways:

- a) Prior to a statement of compliance being issued for the relevant plan of subdivision, enter into an agreement under section 173 of the *Planning and Environment Act 1987* by which the owner agrees to transfer ownership of the conservation area to, or to vest the conservation area in, the Minister responsible for section 5 of the *Crown Land (Reserves) Act 1978*, the Greater Geelong City Council or the Corangamite Catchment Management Authority (CCMA). The transfer or vesting must either be for no or nominal consideration. The Secretary and the person or body to whom the land is to be transferred or vested must also be a party to the agreement. The terms of the agreement must include that the owner pays the reasonable costs of the other parties to the agreement that were incurred for the preparation, execution, and registration of the agreement. The owner must cause the agreement to be registered prior to lodgement of the plan of subdivision for registration; or
- b) Prior to a statement of compliance being issued for the relevant plan of subdivision, enter into an agreement with the Secretary under section 69 of the *Conservation, Forests and Lands Act 1987*, which provides for the conservation and management of the conservation area by or on behalf of the owner in perpetuity. The terms of the agreement must include that the owner pays the reasonable costs of the Secretary incurred for the preparation, execution, and registration of the agreement. The owner must cause the agreement to be registered prior to lodgement of the plan of subdivision for registration.

The requirement to include the above condition does not apply if the permit applicant provides the Responsible Authority with a statement in writing from the Secretary, as constituted under Part 2 of the *Conservation, Forests and Lands Act 1987*, that the condition is not required because the Secretary is satisfied that either:

- the land containing the conservation area is expected to be further subdivided and a further planning permit will be required for that subdivision (to which the above condition requirement will apply); or
- the conservation area has been or will be otherwise secured in perpetuity.

Condition – Environmental Audit

Any permit for the use and development of land for a sensitive use (residential use, child care centre, pre-school centre, primary school, children's playground/local park, caretaker's house or residential hotel) at 10 Evans Road, Bell Post Hill (1\LP203190) and 85-105

Bluestone Bridge Road, Bell Post Hill (1\PS403299), or where a Preliminary Risk Screen Assessment requires an environmental audit, must contain the following condition:

Prior to the commencement of the use or buildings and works associated with the use (or the certification or issue of a statement of compliance under the Subdivision Act 1988) the permit holder must provide:

- An environmental audit statement under Part 8.3, Division 3 of the *Environment Protection Act 2017* which states that the site is suitable for the use and development allowed by this permit; or
- An environmental audit statement under Part 8.3, Division 3 of the *Environment Protection Act 2017* which states that the site is suitable for the use and development allowed by this permit if the recommendations made in the statement are complied with.

All the recommendations of the environmental audit statement must be complied with to the satisfaction of the Responsible Authority, prior to commencement of use of the site. Written confirmation of compliance must be provided by a suitably qualified environmental consultant or other suitable person acceptable to the responsible authority. Compliance sign off must be in accordance with any requirements in the environmental audit statement recommendations regarding verification of works.

5.0

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Proposed
C450nnnn

Exemption from notice and review

None specified.

6.0

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Proposed
C450nnnn

Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 37.07, in addition to those specified in Clause 37.07 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the application is generally in accordance with the incorporated Creamery Road Precinct Structure Plan including any approved Urban Design Frameworks.
- Whether the application is generally in accordance with the incorporated Creamery Road Native Vegetation Precinct Plan.
- Whether the application is generally in accordance with the incorporated Creamery Road Development Contributions Plan.
- Whether any application which includes the voluntary provision of affordable housing is in accordance with the incorporated Creamery Road Precinct Structure Plan and considers, as appropriate, the Ministerial Notice under 3AA(2) of the *Planning and Environment Act 1987*, as amended from time to time.
- Whether the application contributes towards environmentally sustainable development that supports zero carbon and climate resilient outcomes in accordance with the Creamery Road PSP.

7.0

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Signs

Sign requirements are at Clause 52.05. All land located within the area on Plan 1 marked Neighbourhood Activity Centre is in Category 1. All other land is in Category 3.

Appendix H Council Final Future Urban Structure Plan

Council's final version of the Future Urban Structure Plan (or Place Based Plan) (Document 126). This is the same as the version included in Council's Final PSP.

LEGEND

- | | | | |
|--|---|--|--------------------------------|
| Precinct Boundary | Future Urban Structure | CC Early Years and Community Hub | Key Pedestrian Street |
| Parcel Boundary | General Residential Zone (GRZ) | P-6 Government Primary School | Recreational Transport Links |
| Urban Growth Boundary | Residential Growth Zone (RGZ) | Existing Private School | Bridge |
| NAC Precinct Boundary | Mixed Use Zone (MUZ) | Community Park | Future Road Infrastructure |
| Railway Corridor | Local Convenience Centre (RGZ) | Proposed Sports Reserve | Existing Road being retained |
| Potential Future Railway Station
*Subject to preparation of Batesford North PSP | Neighbourhood Activity Centre (C1Z) | Existing Sports Reserve | Arterial Road |
| Heritage Homestead | Amenity Area | Cowies Creek Conservation | Connector Road |
| Emergency Hub (Indicative) | Investigation area (subject to
stormwater & geotechnical assessment) | Movement Network | Indicative Local Access Street |
| 100m buffer to Cowies
Creek | Barwon Water Facility | Clever and Creative Corridor | Conservation Interface Street |
| 500m Quarry Buffer | Waterway and Drainage Asset | Clever and Creative Corridor
(Evans Road Variation) | Bluestone Bridge Road |
| Area of Cultural Sensitivity | Potential Minor Drainage Asset
WLRB_06a (under consideration) | Clever and Creative Boulevard | |

