



The draft  
**MOOLAP**  
coastal strategic  
framework **PLAN**

April 2017

[www.delwp.vic.gov.au/moolap](http://www.delwp.vic.gov.au/moolap)

**VICTORIA**  
State  
Government

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# 1. INTRODUCTION

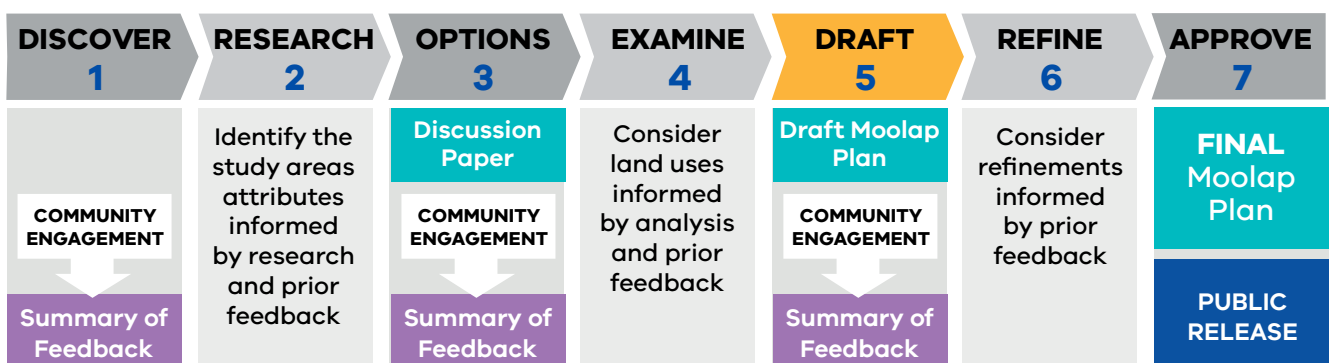
The study area is located on the eastern edge of Geelong and has played an important role in the maritime and industrial history of the city. It is currently underutilised due to the closure of the former aluminium smelter and rolling mill at Point Henry, and inactivity on the former Cheetham saltworks. Considering its size and proximity to central Geelong, the study area has significant possibilities to benefit the community, the environment and the economy. Planning is essential in order for this area to continue to play a pivotal role in an exciting future for Geelong.

The draft Moolap Coastal Strategic Framework Plan (draft Moolap Plan) proposes a vision and principles to guide the future of the study area over the next 20-30 years. After considering different potential land uses, the draft Moolap Plan presents a set of draft directions which best achieve the vision over time. These are followed by a potential implementation framework which focuses on how to achieve the future land use direction over the short and medium term. As a strategic land use plan, the Moolap Plan is not to contain detailed design, these will be required as part of future implementation of the Moolap Plan.

The draft Moolap Plan has been prepared by the Victorian Government's Department of Environment, Land, Water and Planning (DELWP) with guidance from other government departments and agencies including the Geelong Authority and the City of Greater Geelong. Several land owners and external stakeholders have released their own concepts for the future of the study area. These are independent pieces of work and have been considered along with all other submissions and feedback received during the preparation of the draft Moolap Plan.

The project is currently in stage five, the final round of community engagement. A summary of previous feedback, and project documents and reports are available at the project's web page: [www.delwp.vic.gov.au/moolap](http://www.delwp.vic.gov.au/moolap).

## PROJECT STAGES



The draft Moolap Plan is being presented to the community including land owners, organisations, businesses and the general public for feedback which will help refine the final Moolap Plan before Ministerial approval.

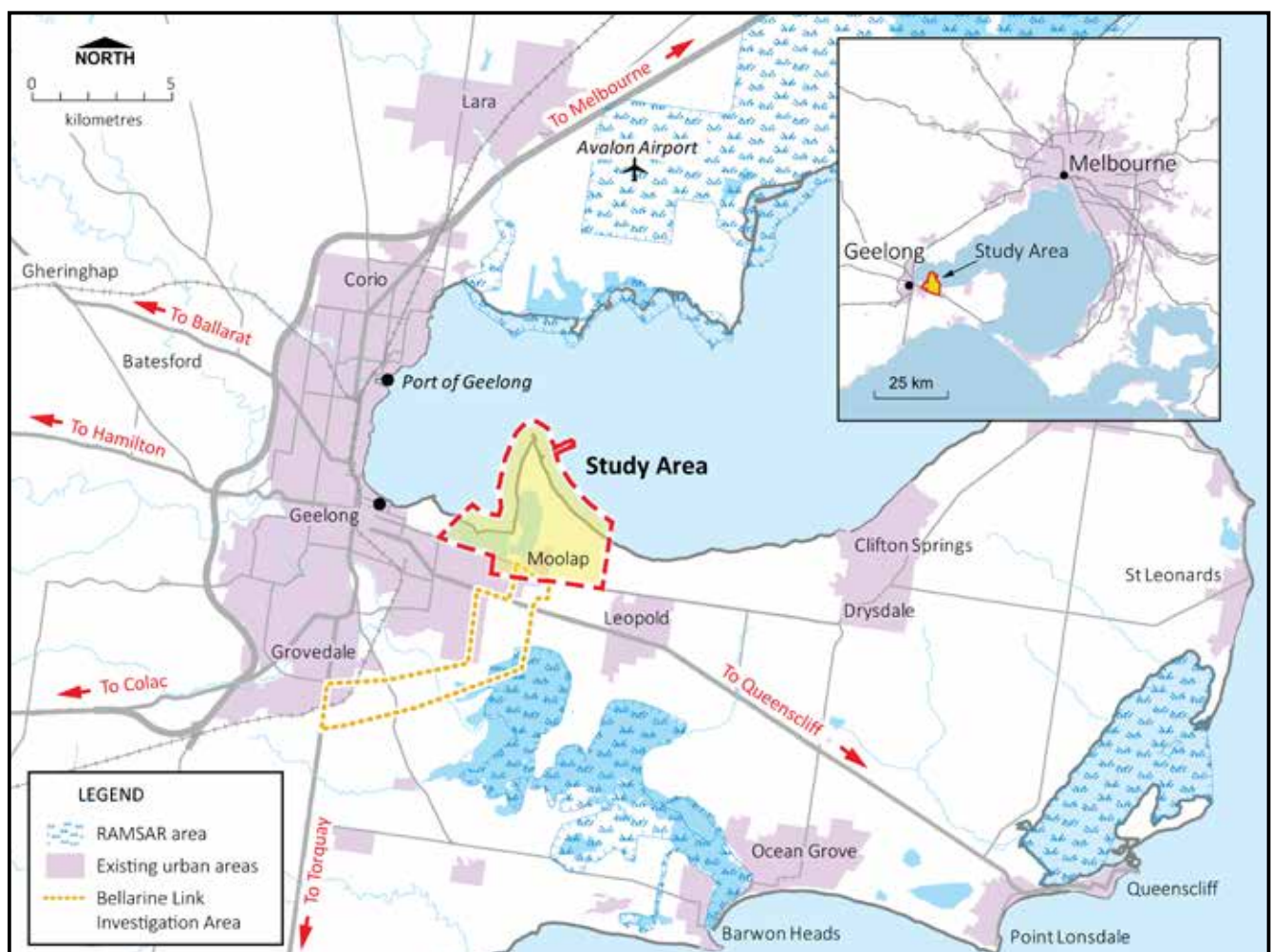
Feedback on the draft Moolap Plan is welcome through the online survey: [www.engage.vic.gov.au/moolap](http://www.engage.vic.gov.au/moolap). Further information on how to have your say is provided in Section 7.

Engagement on the draft Moolap Plan will close on **Wednesday 31 May 2017 at 5.00pm AEST**.

## 2. THE STUDY AREA

The study area is located in the northern part of the suburb of Moolap and includes the Point Henry peninsula. It is located approximately five kilometres east of central Geelong along Portarlington Road, a gateway to Geelong and the Bellarine Peninsula. Geelong is Victoria's second largest city and has well established road and rail links to Melbourne.

### STUDY AREA CONTEXT





The study area is more than 1,200 ha in size with 10 km of coastline and currently includes industry and rural land together with wetlands/former saltworks (refer map on p.4). Three major land holders, the Crown (State Government), Alcoa Australia and Ridley Corporation, own over 80 per cent of land in the study area (refer map on p.5). Some other key features and facts about the study area include:

- Alcoa's former aluminium smelter and rolling mill is located at the northern end of the Point Henry peninsula
- Alcoa own 575 ha including wetlands, industrial land and rural land
- the Point Henry pier, owned by GeelongPort, is located on the north-eastern side of the Point Henry peninsula
- the former saltworks, partly owned by the Crown (289 ha) is leased to Ridley Corporation until 2030 and partly owned by Ridley Corporation (176 ha)
- privately owned sections of coastal foreshore on the east coast
- existing industrial areas with approximately 65 ha located to the south of Portarlington Road and 160 ha along Point Henry Road, Buckley Grove and Hays Road
- Portarlington Road, a declared arterial road.

Adjoining the study area are:

- to the west, the CSIRO Australian Animal Health Laboratory
- to the east and south east, rural living and farming areas
- to the south-west, residential areas
- to the north, Corio Bay.



## STUDY AREA




### Overview map



Barwon South West Region, Planning  
Print Date: 26/11/2015  
MapID: GIS-Job 22 Point Henry study area

### Legend

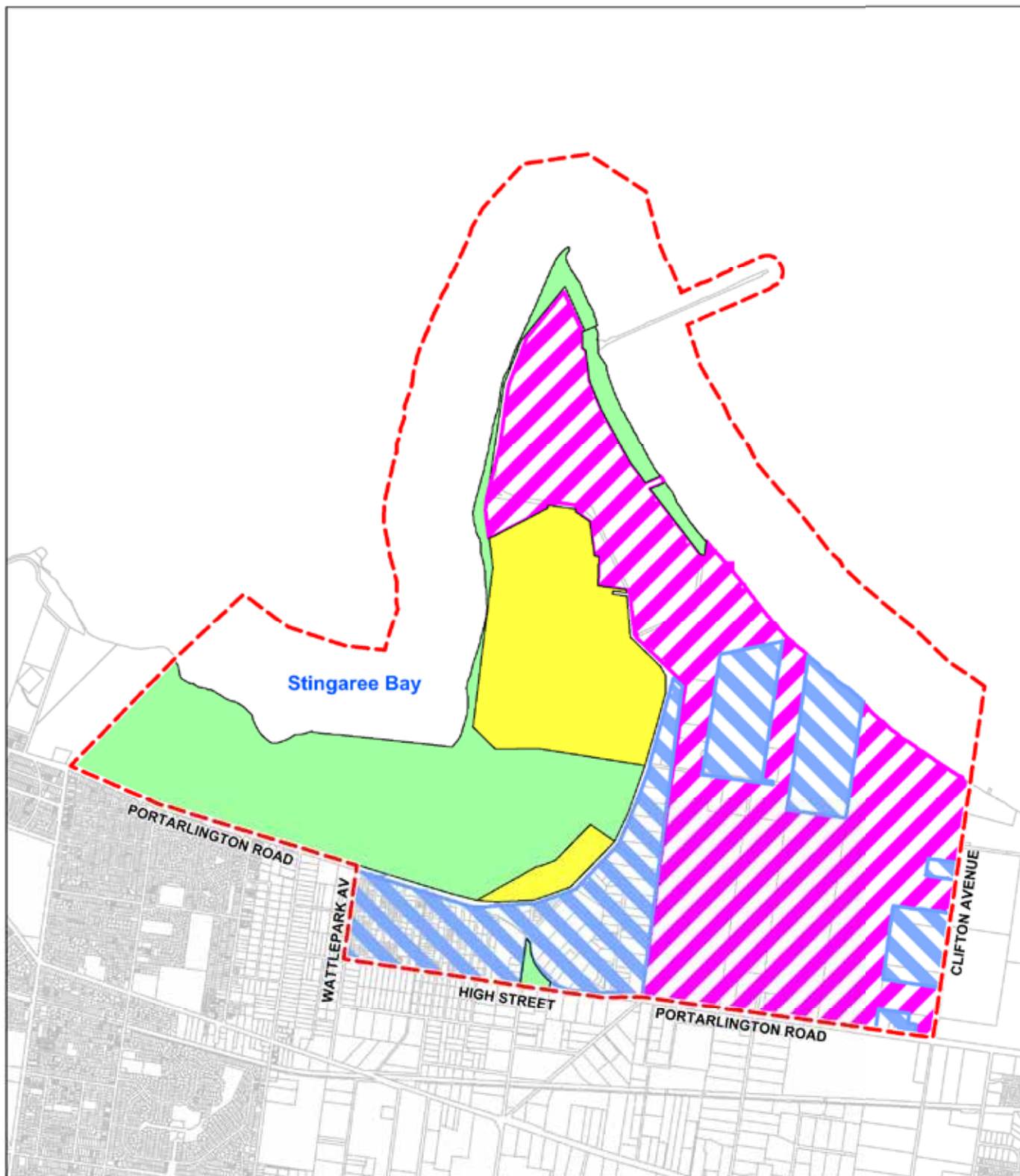
 Study area boundary

0 1 2 4km

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## OWNERSHIP MAP



### Overview map



Barwon South West Region, Planning  
Print Date: 05/10/2016  
MapID: GIS-Job 22 Point Henry study area

### Legend

- Study Area
- Alcoa owned land
- Ridley owned land
- Other privately owned land
- Crown/public land

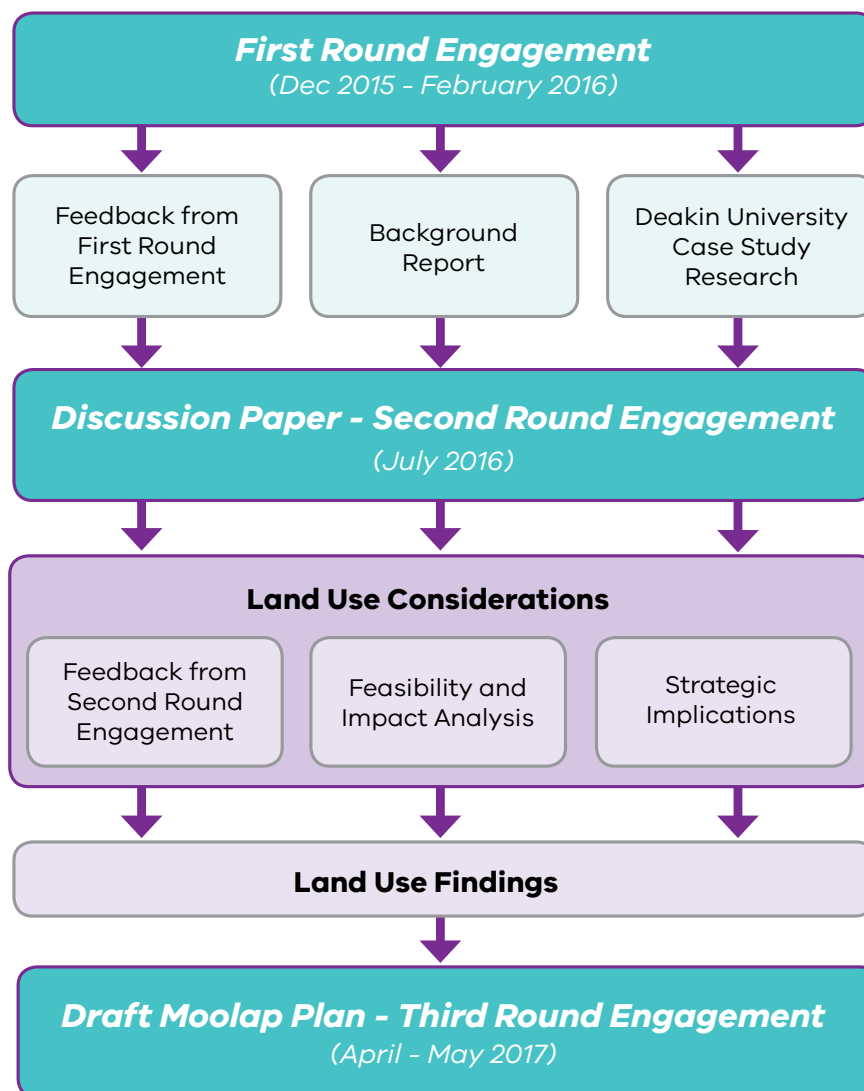
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# 3. PREPARING THE DRAFT MOOLAP PLAN

## 3.1 KEY INPUTS AND PROCESSES

The draft Moolap Plan has been informed by background research, feedback from two rounds of community engagement, and consideration of the feasibility and strategic implications of different land uses. This has resulted in land use findings which are the basis of the draft Moolap Plan.



## 3.2 LAND USE CONSIDERATIONS

The consideration of land uses for the draft Moolap Plan has been informed by two rounds of engagement feedback, broad feasibility and the strategic implications of potential land use to Geelong and beyond.

The draft Moolap Plan's second round of engagement focussed on the Discussion Paper with feedback received through open houses, stakeholder briefings, an online survey and written submissions. The responses were summarised in the Round Two Summary of Feedback (available at [www.delwp.vic.gov.au/moolap](http://www.delwp.vic.gov.au/moolap)). All responses were considered on their merits.

The Discussion Paper asked for the community's opinion on:

- preference of land use scenario
- level of importance of certain issues for the future planning of the study area
- response to draft vision and principles.

The broad feasibility analysis considered:

- economic impacts
- environmental impacts
- land use requirements
- market demand
- site suitability
- major infrastructure enablers
- funding sources and likelihood.

Consideration of the strategic implications included:

- which land uses had the greatest benefit to the Geelong economy, environment and community
- the overall risk and liability to the community and government
- compatibility with the vision and principles of the draft Moolap Plan
- consistency with government priorities and commitments.

This analysis led to land use findings (refer to Section 3.3) which summarise the advantages and disadvantages of locating different land uses within the study area.

### 3.3 LAND USE FINDINGS

#### RURAL LAND

Three hundred and forty hectares of rural land are located in the south-east of the study area. It is a key settlement break between urban Geelong and the Bellarine Peninsula. It is not identified as having significant agricultural value compared to other more productive rural land in the region. The retention of rural land is consistent with Greater Geelong City Council's current rural and settlement policies. The area needs to be considered in the context of the future growth of Geelong, which aligns with survey respondents to the Discussion Paper who expressed the need to "plan for the long term". This land is in close proximity to central Geelong, is well elevated, has few constraints and has the potential for a range of non-rural land uses.

**Conclusion: Consider alternatives to rural land use/s that better take advantage of the site and Geelong's growth potential.**

#### PUBLIC OPEN SPACE

A review by Greater Geelong City Council indicates an adequate supply of existing regional scale parks in the urban areas of Geelong and beyond. Currently there is a mix of private and public foreshore ownership within the study area. State policy supports coastal foreshore areas being in public ownership. Opportunities exist to provide public open space at a local level in appropriate locations and in response to an increase in population within the study area.

**Conclusion: There is currently no need for additional regional scale parks. There is a need to increase public ownership of the coastal foreshore. Ensure additional open space at a local level is provided in-line with an increase in residents or visitors.**

#### SALT PRODUCTION AND AQUACULTURE

The Discussion Paper's "Business as Usual scenario" which included retaining the saltworks/wetlands for salt production and aquaculture was the least popular scenario rated by the community. Market demand analysis indicates salt production is an industry in decline in Australia so is highly unlikely to be re-established in this location. Aquaculture is an intensive industry only requiring a moderate amount of land. The historic and existing industrial presence, together with potential ground water contamination reduces the feasibility of aquaculture in this location.

**Conclusion: There is no demonstrated demand for salt production/ aquaculture. Alternative land uses should be considered.**

#### CONSERVATION

"Protect the Environment" was an important issue for Discussion Paper survey respondents. The "Conserving Moolap scenario" focused on conserving the values of the former saltworks and was also rated highly by the community. The community recognises that the study area has environmental values worth conserving however these need to be balanced with predicted sea level rise, climate change and financial sustainability including the cost to establish and maintain areas of conservation.

**Conclusion: Retain environmental values within the former saltworks/wetlands subject to detailed investigation and feasibility.**



## PORT

Point Henry has good buffers from existing sensitive uses, has an existing pier, shipping channels, electricity supply and land capacity for a port. GeelongPort own the Point Henry pier and recognises the Point Henry peninsula as a possible location for expanded port facilities, however it does not own land in the study area. Major constraints to a port facility in this location include the lack of connectivity to industrial markets and to major road and rail networks, particularly direct freeway access and standard gauge rail. The pier may require modification if it is to accommodate a diversity of port vessels or industrial uses that aren't supported by current infrastructure. Environmental values and public access to the foreshore are also likely to be impacted by the establishment of a port within the study area.

A port may limit public access and adjacent sensitive land uses due to security and potential amenity impacts. The Point Henry peninsula is well elevated, has extensive views and has the potential for a range of non-port uses.

**Conclusion: Do not support a port land use within the study area.**

## INDUSTRIAL LAND

The existing industrial areas provide important local services and employment, that contribute to the Geelong economy.

While aluminium production took advantage of the coastal location, remaining industries do not, although some industries take advantage of the area's relative isolation as they require large separation (buffer) distances to sensitive land uses. These separation distances however may limit land use change on adjacent land.

Point Henry has an extensive supply of infrastructure and services including potable water, gas mains, electricity transmission lines and terminal station, and an existing pier. Despite this and Point Henry's history of industry, no single large industrial operator is likely to utilise the entire site, as the previous operators did. Industrial take up of this site may be slow, fragmented and uncertain. There are better land use alternatives to industrial, that provide significant community and economic benefit, while taking advantage of the site's elevation, excellent views and coastal location.

Existing industries north of Portarlington Road, including Buckley Grove and Hays Road provide over 450 direct jobs with many requiring separation distances to sensitive land uses. The 60 hectare industrial estate to the south of Portarlington Road has over 300 individual owners, is well occupied, but subject to flooding and potential contamination, and therefore is not suitable for alternative uses.

Planning for the Geelong Ring Road – Bellarine Link is currently being undertaken by VicRoads. This link may help alleviate some of the truck movements through central Geelong.

The future of industrial uses needs to be considered in the context of the Geelong's economy and jobs, together with the demand for industrial land. With an approximate 25 years of industrial land zoned in the Greater Geelong City Council area, there is an adequate supply of industrial land in the region. This includes industrial land on the northern side of Geelong with direct access to major road and rail networks, and which is closer to the Port of Geelong and Port of Melbourne.

**Conclusion: Except for Point Henry, retain existing industrial areas for the benefit of Geelong's economy and employment. There is no demonstrated need for more industrial land in the study area.**

## MARINE INDUSTRY

Boating facilities are forecast to double in Victoria over the next 35 years, resulting in a projected demand for boat manufacturing and boat related maintenance. Considering the regional demand together with the study area's good access to Corio Bay, a small scale and low impact marine industry could locate in the study area and complement other uses.

**Conclusion: Small scale and low impact marine industry may be suitable in the study area.**

## RESEARCH

Research facilities do not need to be specifically identified in the draft Moolap Plan because small scale or low impact research facilities can be readily provided in conjunction with other land uses. Major research facilities may be better located with other facilities, including education or medical facilities. Any expansion of the CSIRO AAHL could be contained within their current site.

**Conclusion: There is no demonstrated demand for major research facilities in the study area over other locations in Geelong.**

## ENERGY PRODUCTION

The Point Henry peninsula has excellent access to high voltage infrastructure. Commercial scale renewable energies have been considered, however the sub-optimal conditions pose limitations on potential viability. Wind conditions in the area record only moderate speeds which are not satisfactory for a commercial wind farm. Furthermore wind energy production on this site is constrained under State and local government policy. Wind turbines could also potentially impact protected birds that utilise the nearby wetlands. Other locations (northern Victoria) receive more sunshine than the study area and are therefore a better location for larger scale solar power generation. Waste to energy and other forms of energy production could be possible but would need to be considered against alternative sites, the energy supply network and alternative land uses. While there are more optimal locations for commercial scale energy production facilities, smaller community scale renewable energy facilities could be possible.

**Conclusion: There is no demonstrated site suitability for commercial scale energy production. However smaller local energy production may be appropriate in conjunction with other land uses or development.**

## WETLANDS

There is a high level of community support for the protection and conservation of the wetlands. Wetlands provide important functions including improving water quality, providing habitat particularly for protected bird species, stormwater retention, and storing excess carbon from the atmosphere. They also have passive recreation potential. Retention of wetlands would be dependent on their environmental importance, adjacent land uses, and response to sea level rise.

**Conclusion: Retain areas of wetlands and manage environmental values and risks.**

## RETAIL AND COMMERCIAL

Retail and commercial developments would be in demand near tourism and residential hubs. They should be of a scale that services local residents and visitors only, in order to not impact on surrounding activity centres and central Geelong.

**Conclusion: Ensure additional retail and commercial development are provided in-line with any increase in residents or visitors to meet the additional need.**

## COASTAL INUNDATION

"Plan in response to a rising sea level" was an important issue for Discussion Paper survey respondents. The former saltworks/wetlands are already subject to inundation. Predicted sea level rise at year 2100 shows the majority of the saltworks to be inundated and Portarlington Road to be over-washed. The interrelationship between the drainage outflow through the saltworks, the existing sea wall, the salt ponds and predicted sea level rise is dynamic and complex. The Government's preferred strategy is to allow for natural coastal process (coastal retreat) with low lying areas being permanently inundated as this has been found to be more environmentally responsive and cost effective than construction of defence structures. This strategy is likely to have an impact on the environmental and heritage assets and does not preclude the need for defence structures to protect Portarlington Road from predicted sea level rise in the future.

**Conclusion: Support coastal retreat as the preferred strategy to predicted sea level rise subject to further investigation due to the complexity of the site.**

## TOURISM

There is a need for a substantive increase in visitor accommodation and activities in the Geelong and Bellarine region including contemporary experiential accommodation. With its coastal location and environmental and heritage assets, the study area could provide a range of contemporary tourism attractors. A projected increase in boating activities in Victoria is also expected over the next 35 years. The study area (particularly the northern end) provides excellent views and access to the coastal foreshore and Port Phillip bay. If combined with hotels, boating facilities and retail activity, the study area could become attractive for tourism uses. The environmental and heritage values also provide opportunities for tourism and passive recreation.

**Conclusion: There is an opportunity for tourism facilities that take advantage of the coast and the site's expansive views, and acknowledge the heritage and environmental values. There are opportunities to co-locate tourism accommodation with boating and retail activities in the study area.**

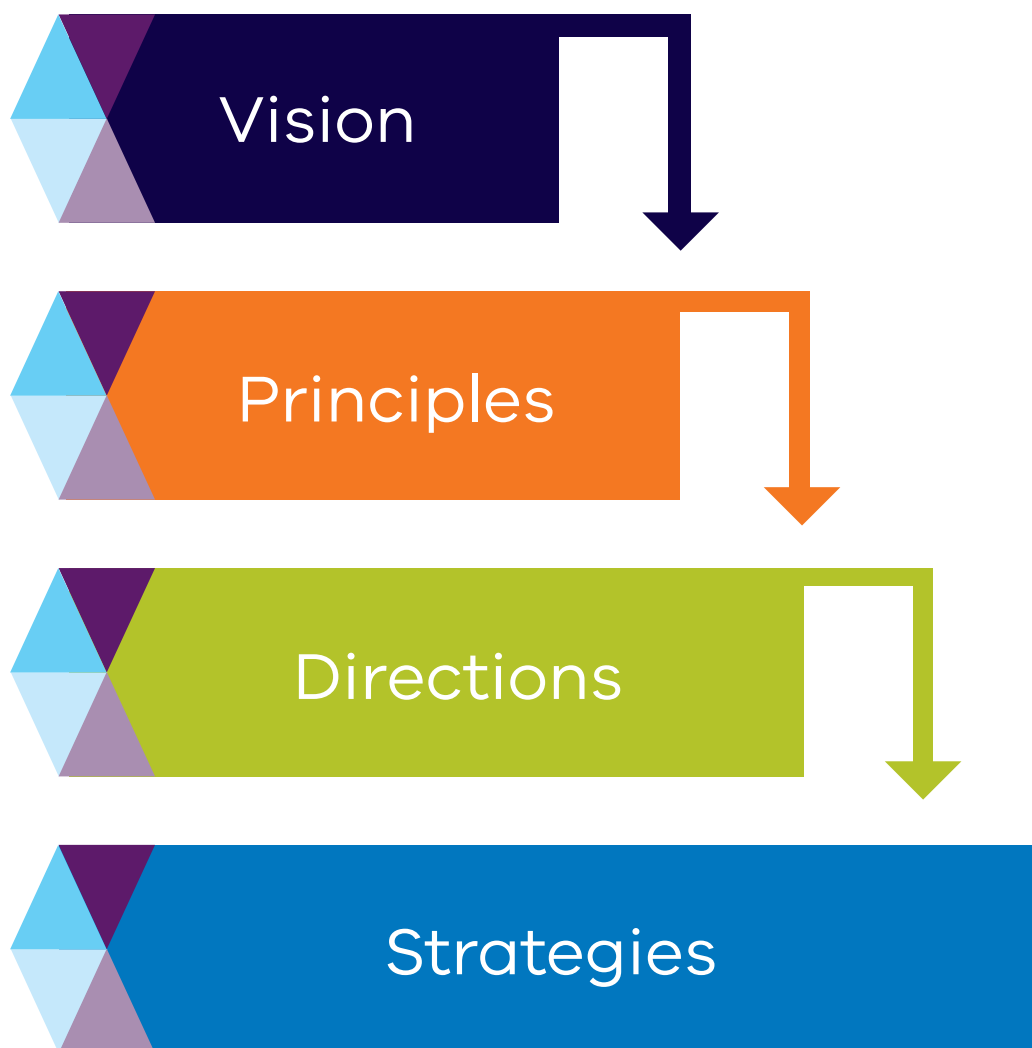
## RESIDENTIAL

Currently, approximately 25 years supply of residential land is zoned in the Greater Geelong City Council area. The Northern and Western Geelong Growth Areas at Lovely Banks and Batesford South, are key future residential locations identified in the G21 Regional Growth Plan. To help guide a coordinated regional response to population growth and regional change over the next 30 years, the Greater Geelong City Council is currently undertaking a settlement strategy to meet the housing needs of the municipality to 2036. The Moolap Plan study area provides potential for additional growth on Geelong's east to take advantage of central Geelong services and the coastal context, and may potentially alleviate some of the growth pressure from the Bellarine Peninsula coastal towns. The most appropriate locations for residential development are areas with low levels of constraints and outside of sensitive locations.

**Conclusion: Residential growth in the study area is supported.**

## 4. THE PLAN

The strategic direction of the draft Moolap Plan has been informed by background research, analysis and feedback from community, land owners and stakeholder consultation. The plan outlines different levels of strategic direction:



These are to be implemented through actions identified in the Potential Implementation Framework in Section 6.



## 4.1 VISION

Point Henry and northern Moolap will transition to a future which benefits the Geelong economy, environment and community by taking advantage of its assets and opportunities while acknowledging its significant industrial, heritage, cultural and environmental values.

## 4.2 PRINCIPLES

1. Plan for a safe, sustainable, integrated and prosperous community.
2. Be aspirational and feasible, responding to long term needs and opportunities.
3. Plan for a future that reflects Geelong's changing economy.
4. Prioritise uses that take advantage of the coastal location.
5. Facilitate increased public access to the coastal foreshore.
6. Plan for a predicted sea level rise of 0.8m by the year 2100.
7. Complement central Geelong and its role as Victoria's second largest city.
8. Create a unique and attractive destination.
9. Create a connected and accessible place.
10. Recognise and respond to areas of heritage and environmental value.
11. Avoid land use conflicts and manage the transition of existing land uses.
12. Provide appropriate interfaces to adjoining land uses.

## 4.3 DIRECTIONS AND STRATEGIES

The directions and strategies have been specifically drafted to achieve the vision and principles. The directions and strategies are presented in four precincts, shown below, and also for the coastal foreshore that runs across all four precincts. Each of the following sections identifies the precincts current conditions as well as its directions and strategies.

### PRECINCTS



## 4.4 POINT HENRY PRECINCT

### 4.4.1 Current Conditions

#### POINT HENRY PRECINCT



120 ha surrounded by Crown coastal foreshore with expansive 270 degree views

Elevated views to central Geelong, Corio Bay, the You Yangs Regional Park and the Bellarine Peninsula

Significant infrastructure is available including access to potable water, gas mains, electricity transmission lines and terminal stations, and roads

Shallow bay depth 1-3m

Seagrass meadows surround the peninsula

- 1** Public recreation reserve and wetlands are predicted to be inundated by sea level rise by year 2100
- 2** Point Henry pier, custom built for aluminium production operations, is owned by GeelongPort and has shipping channel access
- 3** A series of fresh and marine wetlands capture runoff from industrial plant and buildings. They are subject to inundation by storm surge
- 4** The smelter and rolling mill plant and buildings, located up to 8 metres above sea level
- 5** Land fill sites. Alcoa Australia is currently undertaking an assessment of any contamination that may pose an unacceptable risk to the environment in accordance with EPA guidelines





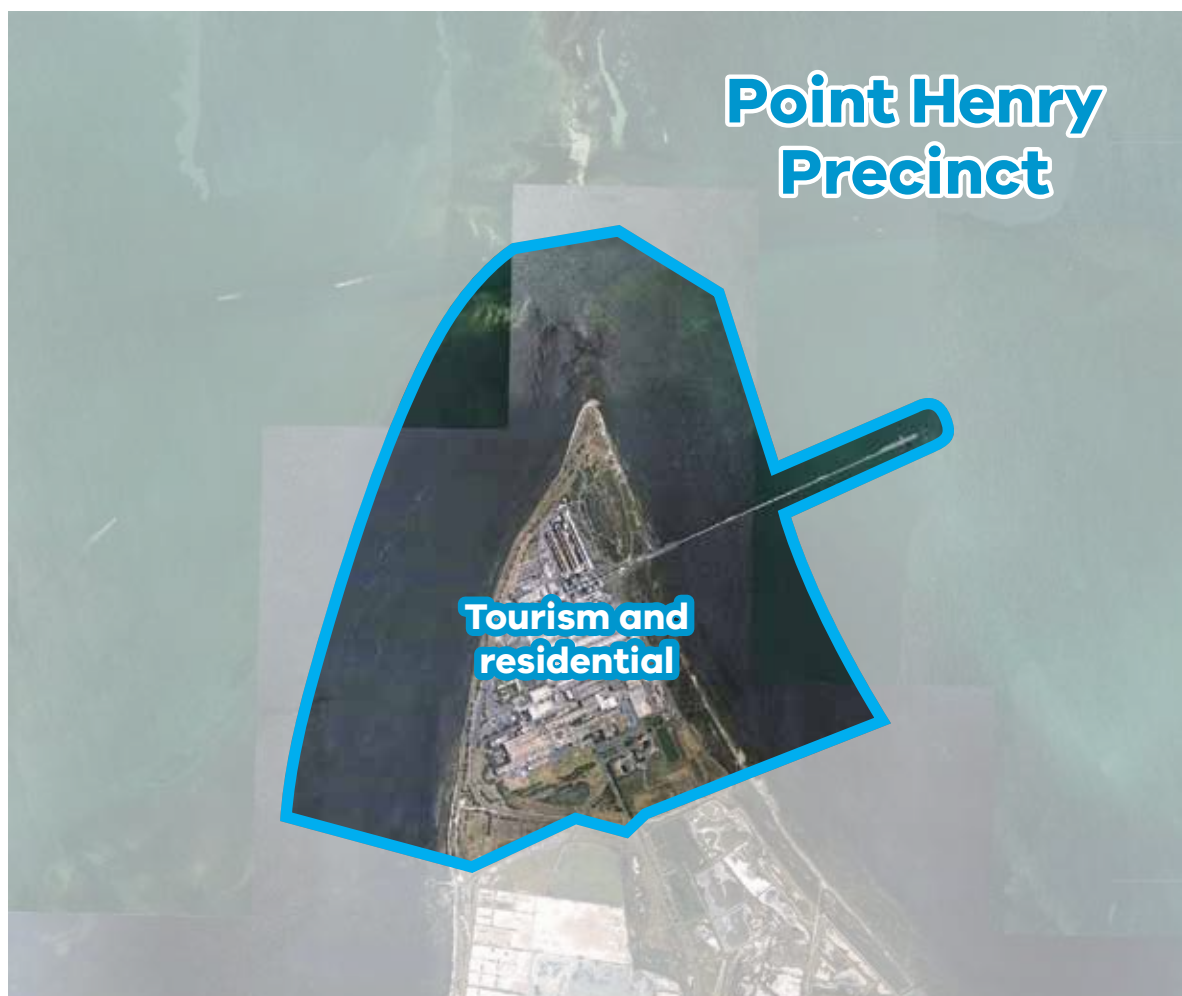


#### 4.4.2 Land Use

The primary direction for the Point Henry Precinct is **Tourism and residential**.

These land uses could include:

- major and minor tourist attractions
- entertainment facilities, cultural events and recreational activities
- retail, restaurants and bars
- hotels, resorts and other forms of tourism accommodation
- boating facilities and low impact marine industry
- medium to high density residential development
- community facilities and public open space
- retarding basins and wetlands.





Point Henry is currently predominantly zoned for industrial use, however the closure of aluminium production operations has resulted in the need to review the future land use. Despite the supply of significant services and utilities to the Point Henry Precinct, no single large industrial operator is likely to utilise the entire site, as the previous operators did. There is a plentiful supply of industry zoned land on the northern side of Geelong with direct access to major road and rail networks, and which is closer to the Port of Geelong and Port of Melbourne making it potentially more attractive for industry than the Point Henry Precinct.

**The elevated north facing peninsula with views across and access to Corio Bay provides a fantastic opportunity for the Point Henry Precinct to be a vibrant tourism and residential area.**

The opportunity exists to create a signature urban area for Geelong that is different to anything else on offer in the Geelong region. A mix of tourism and residential land uses would take advantage of the coast, improve public access, provide a new development front to Geelong, attract new facilities and people, and facilitate a clean-up of the former industrial site. This could include a revitalised public waterfront with a focus on boating and water activities as a key feature of the area. Boardwalks would link the Point Henry pier with other parts of the foreshore. *The Greater Geelong & the Bellarine Tourism Development Plan* (Tourism Development Plan) has identified the need for a substantive increase in visitor accommodation (an additional 1,000 to 1,800 rooms) through to 2030. A tourism future at Point Henry Precinct would satisfy some of this need in the form of hotels, resorts and other forms of tourism accommodation. Associated uses such as cafés, boat clubs and servicing, restaurants and bars, cultural events and activities would co-locate in support of the tourist accommodation and water activities. It is important that retail is only provided to service the local residential and tourism demand to avoid impact on other centres.

Permanent residents are crucial to vibrant tourist areas. The tourism activities at Point Henry would generate jobs, services, public transportation and entertainment and attract people to live in the area within a medium to high density context. In addition the precinct would have ready access to marinas and the coast which will entice people to reside in the area. This niche market tourism and residential offering would be different to the other planned traditional suburban greenfield growth areas around Geelong. At capacity the Point Henry Precinct could be the permanent home to over 2,000 people.

**A dedicated tourist attraction may be possible in this precinct however the high amenity, vibrant coastal precinct would be an attraction in itself and provide Geelong with a unique place to live and visit.**

## **Direction 1 - Land Use**

*Create a high amenity, vibrant, coastal tourism and residential precinct.*

### **Strategies**

Provide for a diverse range of tourist accommodation and housing types and densities that responds to both a need and demand in this location.

Avoid development in areas impacted by the 2100 one per cent Annual Exceedance Probability (AEP) storm surge extent.

Support tourist attractions that take advantage of Point Henry pier, the coastal setting and access to central Geelong.

Ensure retail / commercial uses respond to additional market demand.

Encourage a new publicly accessible waterfront destination with access to Point Henry pier and boating marinas.

Provide for boating and marine recreation facilities and services that complement the role and amenity of the precinct.

Provide for cultural and heritage facilities and installations to attract people and create a sense of place.

Attract a variety of employment options that are compatible to the tourism and residential direction and broaden the economic diversity of the precinct.





### 4.4.3 Built Form and Urban Design

The future built form and urban design of Point Henry needs to reflect the coastal tourism setting and provide convenient access to key features like the waterfront, the Point Henry pier, public open space, future marinas and the coastal foreshore.

**Development within the Point Henry Precinct will focus on urban design excellence, with medium to high densities.**

A reasonable sharing of views to natural and physical landmarks like the You Yang Regional Park, Eastern Gardens and central Geelong would be a priority, and to ensure that the Point Henry Precinct is developed to its potential.

There is the potential to reuse of some of the existing industrial and heritage buildings. They would inform and complement the preferred future character of the area and contribute to good urban design that includes pedestrian friendly streets and well designed, interesting landscapes. The future built form needs to be sustainable, attractive, comfortable, accessible, and contribute to a safe community.

#### Direction 2 - Built Form and Urban Design

*Promote urban design excellence which prioritises pedestrian links, sharing of views, and a diversity of buildings that are attractive, durable and suited to the coastal setting.*

#### Strategies

Encourage urban design excellence and building design that respond to the coastal setting.

Ensure precinct planning and built form follows environmentally sustainable development principles and achieves high sustainability outcomes.

Locate core activities in areas accessible to key features or services.

Provide inter-connected street networks that are convenient and safe for pedestrians and cyclists, and landscapes that reinforce the coastal identity and character.

Provide for a reasonable sharing of views to significant natural and physical landmarks.

Support the retention and conservation of the Point Henry Signal Station and investigate opportunities for reuse consistent with the tourism and residential direction for Point Henry.

Support the reuse of the industrial buildings (if appropriate) to maintain the industrial character of the site

Ensure access for people of all abilities.

Ensure a diversity of buildings with a focus on medium to high densities.





#### 4.4.4 Transport and Infrastructure

There is an excellent supply of major services and utilities to Point Henry. This includes the gas pipeline owned by AusNet Services, and the 45 kilometre 220kV transmission lines owned by Alcoa and AusNet Services linking the former Anglesea power station to the former Point Henry smelter. Alcoa has begun discussions with the Department of Environment, Land, Water and Planning, and with other relevant authorities and power companies, regarding the future of the transmission line. Alcoa is responsible for its removal should it be determined that there is no future use for the transmission line. The Point Henry Precinct is currently unsewered. Reticulated sewer would need to be provided before development of the Point Henry Precinct could proceed.

**Development in this precinct should focus on a highly sustainable urban environment, including sustainable transport and infrastructure options such as bicycle and pedestrian paths, renewable energy technologies and recycled water schemes.**

Infrastructure services would be funded by developers through an infrastructure contributions plan, a standard levy to fund the provision of essential infrastructure for new or growing communities.

VicRoads are currently identifying a preferred corridor for a Geelong Ring Road Extension to Portarlington Road (Geelong Ring Road- Bellarine Link). It is envisaged that the proposed intersection would include a new access point to the study area continuing north to the Point Henry Precinct. A strong north-south connection between the Point Henry Precinct, the South-East Precinct and the Geelong Ring Road – Bellarine Link would ensure residents are well connected to services and facilities within and beyond the study area. Provision should also be made to protect the long term opportunity (beyond the life of this plan) for any potential road connection north beyond the Point Henry peninsula.

#### **Direction 3 - Transport and Infrastructure**

*Provide transport and infrastructure to support a sustainable urban environment and medium to high density housing and tourism facilities.*

#### **Strategies**

Facilitate the timely provision and operation of a sustainable public transport and shared path network which connect the Point Henry Precinct with central Geelong and other key locations.

Provide a flood free road connection from the Point Henry Precinct to the South-East Precinct and the proposed Geelong Ring Road – Bellarine Link intersection with Portarlington Road.

Ensure developers provide sufficient land, and carry the full capital cost of providing State and local infrastructure, including community facilities and public open space, using a standard infrastructure contributions plan and supplementary levy.

Identify and protect long term opportunities for the continuation of a road north beyond the Point Henry peninsula.

Facilitate community scale renewable energy technologies in association with urban development.

Support the development of a recycled water scheme for the Point Henry Precinct.



## 4.4.5 Community Facilities and Open Space

A controlled and staged approach to the provision of community infrastructure is necessary for the orderly development of this precinct. If not, residential development risks being isolated from services within Geelong resulting in potential social disadvantage for some people. This could occur due to a lack of public transport connections and lack of provision of community facilities. It will be important that, as the population increases, people have access to a range of community, education, health and open space facilities, whether within this precinct or nearby areas. These should be supported by active and passive open spaces and connected by walking, cycling and public transport. The spit at Point Henry is an example of a popular public recreation place that could be enhanced by improved visitor views, access and facilities. Continuous access along the foreshore with convenient links to key features like the spit, the waterfront, Point Henry pier and the Saltworks and Wetlands Precinct would create a public open space network.

### Direction 4 - Community Facilities and Open Space

*Provide community facilities and public open space to service the needs of residents and visitors.*

#### Strategies

Ensure there is a range of community, recreation and open space facilities to meet the needs of residents, workers and tourists.

Facilitate continuous public access along the foreshore with links to public open space, key features, environmental assets and adjacent precincts to create a public open space network.

Provide an expanded area and improved public space and facilities at the elevated headland of Point Henry.

Promote the coastal foreshore at the tip of Point Henry as primary public open space areas.

Ensure sufficient land is contributed by developers for community facilities and public open space purposes.



#### 4.4.6 Environment

The EPA has issued Alcoa Australia with a Clean Up Notice under Section 62A of the *Environment Protection Act 1970*. Alcoa will need to determine the extent of contamination and to conduct interim clean-up of any contamination that poses an unacceptable risk to the environment. An environmental audit must be undertaken to determine the site's suitability for a proposed use such as residential and inform the degree of remediation work required. The proposed change of land use of the Point Henry Precinct from industrial to tourism and residential would require the site be remediated from contaminants to an appropriate level suitable for its intended end use and would result in a net benefit to the environment.

The wetlands play an important role within the precinct by improving water quality, providing water storage, storing excess carbon, providing important habitat for a number of terrestrial and marine species including the bird habitat, and having passive recreation potential. Inundation by storm surge and coastal erosion lessens their benefits and can cause long term impacts. However with some refinement in design, the wetlands along the eastern foreshore could incorporate both public recreation and environment functions. The response to climate change including coastal retreat may reduce the extent of environmental areas over time and inform how wetlands are managed.

##### **Direction 5 - Environment**

*Improve the environmental conditions of the precinct and Corio Bay by cleaning up industrial land and management of wetlands.*

##### **Strategies**

Facilitate the conservation and improvement of the environmental qualities of the wetlands.

Ensure the wetlands are integrated into the future urban design and landscape of the precinct by maximising recreational amenity and promoting biodiversity values.

Consider the impacts of coastal erosion when designing waterfront, boardwalks or other coastal facilities.

Facilitate the clean-up of former industrial and contaminated land.

Consider the role of wetlands to manage the impacts and risks from both stormwater and sea level rise.

Consider the response to climate change, including coastal retreat in the management of environmental areas and wetlands.

Ensure that development and use on the land fill sites and other potentially contaminated land is suitable and safe for its intended use.



#### 4.4.7 Point Henry pier

GeelongPort, as owners of the Point Henry pier, does not own any land adjacent to the pier, resulting in it currently being a stranded asset. The pier has not been used for port purposes since the closure of Alcoa. However the pier remains a key feature of the Point Henry Precinct both visually and functionally. Subject to modifications, and discussions with the pier's owner, the pier could support public recreation activities including fishing and recreation. It could also be used to dock private commercial vessels including tourism vessels where it avoids amenity impacts on the tourism and residential direction of the precinct. Understanding the pier's relationship with the surrounding uses and development of land and how the pier would contribute to the development of the Point Henry Precinct would be part of a future investigation.

##### **Direction 6 - Point Henry pier**

*Ensure the future use of the Point Henry pier complements the role and amenity of the tourism and residential direction of the precinct.*

##### **Strategies**

In consultation with the pier owner, explore the reuse of the Point Henry pier to support the tourism and residential direction of the precinct.



#### 4.4.8 Dependencies

To realise the direction for the Point Henry Precinct, an overall design and development plan is required. This would be in the form of a Precinct Structure Plan as identified in Section 6, Potential Implementation Framework.

The realisation of sensitive uses, including residential and open space, will also require that the site's environmental conditions are suitable for that use. This could include addressing any potential contamination through the *Planning and Environment Act 1987* (i.e. Ministerial Direction No.1 and any Environment Audit Overlay to be applied) and supported by the *Environment Protection Act 1970* (i.e. any clean up notice and audit). Site clean-up may take over 5 years to complete.

The delivery of improved infrastructure and public open spaces are likely to be connected to the timing of potential development. While Point Henry pier may require improved road access, it has the potential for interim uses, prior to tourism and residential development occurring.

##### **Direction 7 - Co-ordinate Planning and Opportunities**

*Prepare an overall plan to co-ordinate the design and development of the Point Henry Precinct.*

##### **Strategies**

Prepare a Precinct Structure Plan for the Point Henry Precinct.

Investigate the opportunity to reuse the Point Henry pier in association with the tourism and residential direction for Point Henry.



## 4.5 INDUSTRY PRECINCT

### 4.5.1 Current Conditions

#### INDUSTRY PRECINCT



Existing Industrial 1 Zone providing for manufacturing industry, the storage and distribution of goods and associated uses in a manner which does not affect the safety and amenity of local communities.

No reticulated sewerage system

Remote from freeways and rail freight lines

#### Point Henry Road area

- 1 Variety of industries including concrete batching plant, landscaping suppliers, recycling, metal fabrication and storage

#### Hays Road area

- 2 Winchester Australia (ammunition manufacturer)
- 3 Dow Chemicals (chemical manufacturer)

#### South of Portarlington Road area

- 4 Local service industry like engineering, cabinet makers and mechanics. Over 300 separate lots with more than half being less than 0.1 ha. Infrastructure available includes potable water and gas. No reticulated sewer. Elevation of 1-2m above sea level. Area susceptible to stormwater flooding due to lack of capacity and gradient in drain. Flooding can cause contamination of groundwater because of the use of on-site effluent disposal systems. Open drainage channels flow through saltworks
- 5 Moolap Reserve tennis courts and club rooms
- 6 Interface with existing residential areas

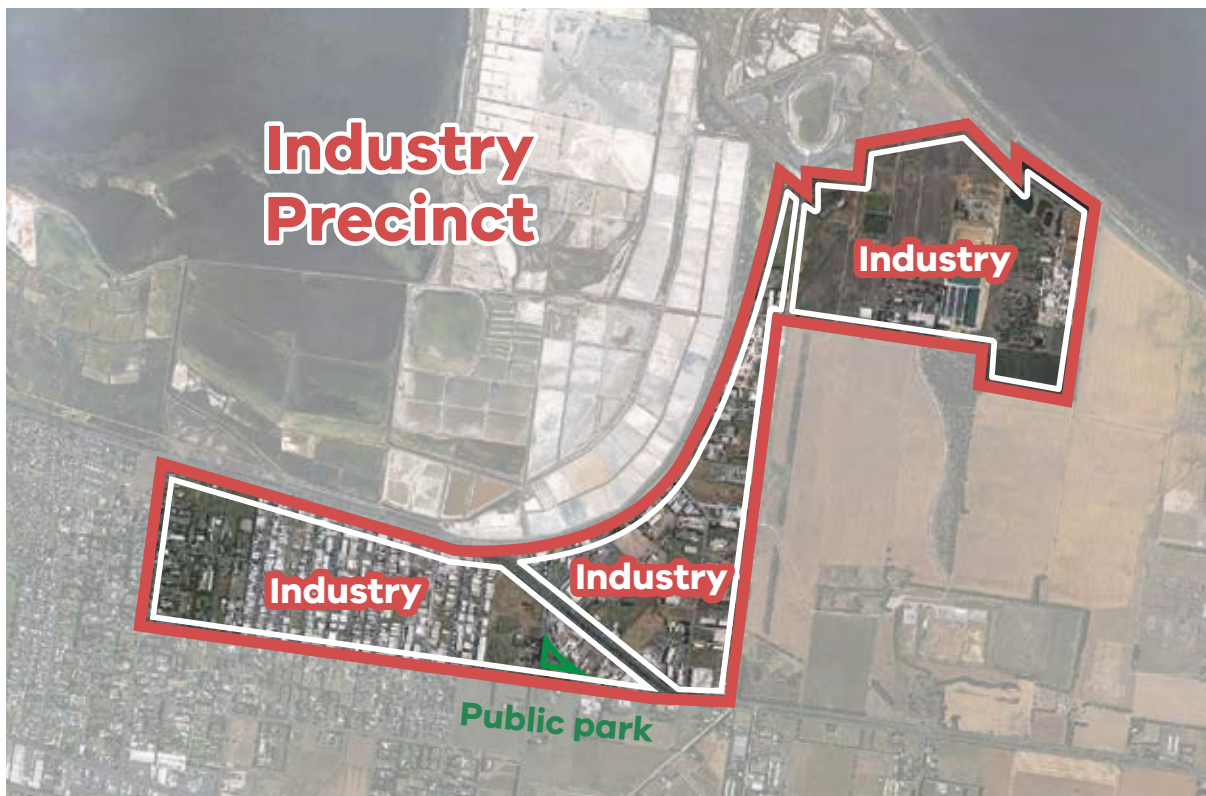


## 4.5.2 Land Use

The primary direction for the Industry Precinct is **Industry**.

This land use could include:

- continued operation and potential expansion of existing businesses
- new connections to the broader transport network
- infill development with new and innovative industrial operators.



Existing industries on Hays Road are well established, employ large numbers of people, and have substantial industrial buffers of up to 2 km. These industries are not dependent upon the coast but benefit from their relative isolation. There are over 45 businesses along Point Henry Road and Buckley Grove including a concrete batching plant, landscaping supplies, materials recycling, chemical manufacturing and metal fabrication and storage.

The 60 ha industrial estate to the south of Portarlinton Road has over 300 individual owners comprising of small and mid-sized industrial operators and is well occupied. This high occupancy rate, in combination with the high number of land owners and the susceptibility to regular stormwater flooding, limits the need and potential for land use change in this area. There are legacy issues with the poor drainage infrastructure and lack of reticulated sewerage infrastructure in this location that need to be ameliorated. Drainage improvements could be prepared in conjunction with works at the Saltworks and Wetlands Precinct.

This precinct and the businesses within it are important contributors to the Geelong economy and employment, and provide valued goods and services. Retention of the existing industrial areas will enable existing industries to operate, invest and expand, and allow the establishment of new infill industrial uses.

Consultation with service and infrastructure providers will also be important to determine appropriate separation distances around existing assets such as the gas pipeline and transmission lines.

## **Direction 8 - Land Use**

*Retain the industrial land for the benefit of Geelong's economy and employment.*

### **Strategies**

Support the continuation of existing industrial operations and the establishment of new industries consistent with Industrial 1 zoning.

Attract employment activities compatible with the industrial uses and that broaden the economic diversity of the precinct.



### 4.5.3 Built Form and Urban Design

The Industry Precinct has a low-grade visual appearance due to a combination of mixed industrial uses such as material and recycling and outdoor operators, small lot sizes, and a distinct lack of landscaping. Its susceptibility to flooding in some areas, and lack of sewerage reticulation also limits investment and the type of businesses that can locate here. The Design and Development Overlay Schedule 20 in the Greater Geelong Planning Scheme that exists over the precinct and which seeks to improve the visual appearance, level of amenity and stormwater treatment has not resulted in any significant improvements and its application needs to be revisited. Portarlington Road is a key route to Geelong and the Bellarine Peninsula, and better landscaping, built form and screening along the interfacing edges of the Industry Precinct would improve this presentation.

#### Direction 9 - Built Form and Urban Design

*Review the Design and Development Overlay Schedule 20 and facilitate landscaping along Portarlington Road to improve this key route to Geelong and the Bellarine Peninsula.*

#### Strategies

Review the Design and Development Overlay Schedule 20 in the Greater Geelong Planning Scheme.

Encourage high quality and site responsive building design and landscaping for new development through planning controls.

Improve the streetscape and visual amenity along Portarlington Road, Point Henry Road, Hays Road and Buckley Grove.





## 4.5.4 Transport and Infrastructure

The precinct has long standing issues with poor drainage infrastructure and a lack of reticulated sewerage leading to poor environmental outcomes. Improved drainage and stormwater infrastructure and a connection to the reticulated sewerage network may be the catalyst for infill growth of new and improved industries for the precinct. Active transport options such as shared paths should also be provided. The Geelong Ring Road - Bellarine Link would give this precinct better access to State and regional transport networks and markets whilst potentially reducing heavy vehicle traffic through central Geelong.

### Direction 10 - Transport and Infrastructure

*Provide transport and infrastructure to deliver amenity benefits, improved environmental outcomes for the precinct and attract infill development to the precinct.*

#### Strategies

Support programs that deliver the Geelong Ring Road - Bellarine Link, reticulated sewer network and improved drainage to the precinct.

Facilitate the provision and operation of a public transport and shared path network linking the Industry Precinct with central Geelong, adjacent precincts and other key locations.



## 4.5.5 Community Facilities and Open Space

The Moolap Reserve and Moolap Tennis Club are located to the east of Moolap Station Road. This is a City of Greater Geelong owned park which would continue to meet recreational needs.

### Direction 11 - Community Facilities and Open Space

*Continue to provide recreational opportunities at City of Greater Geelong owned parks.*

#### Strategies

Retain the Moolap Reserve and Tennis Club for recreational purposes.

Encourage continuous public foreshore access and links from open space to adjoining areas.



## 4.5.6 Environment

Industrial areas south of Portarlington Road are located adjacent to residential areas to the west and south. Industrial uses that have adverse amenity impacts or pose unacceptable risks to residential uses should be located within the core of the Industrial Precinct, or encouraged to locate in other less sensitive industrial areas within the Geelong area.

The use of on-site effluent disposal systems and frequent flooding of the area causes contamination of ground water and stormwater runoff to Stingaree Bay. Drainage improvements and connection to reticulated sewer would improve this situation.

### Direction 12 - Environment

*Improve amenity and environmental outcomes including by upgrading infrastructure.*

#### Strategies

Encourage existing, new and expanded industry to avoid adverse amenity impacts or unacceptable risk to adjacent residential or rural areas.

Require reticulated sewerage programs and improved stormwater drainage that improve the environmental outcomes of the precinct.

## 4.6 SOUTH-EAST PRECINCT

### 4.6.1 Current Conditions

#### SOUTH-EAST PRECINCT



300 ha of rural land with ancillary farming uses

No reticulated sewerage system

Land elevated 5-10 m above sea level

- 1** Seagrass meadows. Shallow bay depths 1-3m
- 2** Replanted native vegetation: Wildlife corridor
- 3** Replanted native vegetation: Moolapio grasslands
- 4** Alcoa landfill site





## 4.6.2 Land Use

The primary direction for the South-East Precinct is **Residential**.

Residential development and other sensitive land uses are dependent on solutions to land use conflict with adjacent industry. Residential land use is currently incompatible with existing industries due to the large industrial buffers of up to 2 kms. Buffer and separation distances between existing industrial uses and sensitive uses (residential) must be maintained to protect both residential amenity, well being and safety and local jobs. There is no designated time period for residential development and the precinct will require periodic monitoring and review of appropriate buffer and separation distances.

This land use could include:

- high quality environmentally sustainable development including standard and medium density housing and social housing and aged care
- retail and commercial businesses
- interface treatments to Clifton Avenue and Portarlington Road
- community facilities and public open space.







The South-East Precinct is mostly owned by one land owner, and currently contains rural land uses.

With the rural land not having significant agricultural values and Geelong having a plentiful supply of comparable industrial zoned land, alternative higher value land uses such as residential may be better suited. A residential land use for the precinct could maximise the use of the land, though it will need to avoid potential conflict between new residents and adjacent existing industries that have large separation distances that inhibit development.

Currently, approximately 25 years supply of residential land is zoned in the Greater Geelong City Council area. Notwithstanding this, an opportunity exists to develop a new residential growth area that is aspirational, responding to long term needs and opportunities. The South-East Precinct includes land which is elevated beyond projected sea level rise.

**Its location close to central Geelong provides a future opportunity for a high amenity, sustainable, residential development.**

*Victoria in Future 2015 Projections* estimate the population for the Geelong Local Government Area in 2016 is 233,349 and forecast to grow to 296,360 by 2031. This is an increase of 63,011 people over the next 15 years or an additional 34,140 additional dwellings. The identified growth areas of urban Geelong are on its southern, western and northern edge. There is an opportunity for Moolap to be the residential growth front on the eastern edge of urban Geelong. It would also complement designated areas of growth on the Bellarine Peninsula including in the townships of Leopold, Drysdale/Clifton Springs and Ocean Grove.

**The continued growth of Geelong supports this precinct to become residential when it is compatible with adjacent land uses.**

Locating a residential growth area on the eastern edge of Geelong provides some real benefits to the settlement pattern of the city and region. Being conveniently located only 6km from central Geelong would enable this residential growth area to access the existing health, education and commercial services of Geelong and contributing to a more vibrant city centre. The coastal context of this precinct may help relieve some of the growth pressures from the coastal towns of the Bellarine Peninsula.

**The precinct will be a gateway to Geelong, and also a gateway to Leopold and the Bellarine Peninsula. It will have views and access to wetlands and the coast which will contribute to being an attractive and unique residential location for people to live.**

At capacity the South-East Precinct has the potential to become home to a large new community. This would be supported by retail and commercial uses for the local catchment and provide local employment opportunities. However, the industrial uses adjacent to the South-East Precinct limit the ability to achieve the residential direction of the precinct.

### **Direction 13 - Land Use**

*Create a high amenity and sustainable residential precinct with convenient access to the coastal foreshore.*

#### **Strategies**

Provide for a diverse range of housing types and densities including social housing and aged care accommodation, which respond to both a need and demand for housing in this location.

Avoid development in areas impacted by the 2100 one per cent Annual Exceedance Probability (AEP) storm surge extent.

Ensure retail / commercial uses respond to additional market demand.

Enhance the coastal foreshore with improved access and potential boating facilities.

Attract employment activities compatible with the residential uses and that broaden the economic diversity of the precinct.

Avoid development within proximity to existing industry, where amenity, health, safety or industrial operations would be impacted.

Ensure any new residential development is integrated with adjacent urban areas, and isolated developments avoided.

### 4.6.3 Built Form and Urban Design

The promotion of residential development in the South-East Precinct should focus on high amenity, sustainable, residential development. Excellent urban design, interconnected and pedestrian friendly streets and well designed and interesting landscapes that link the Moolapio revegetation site, the wildlife corridor and the coastal foreshore would be integral to its success.

The precinct would also be a gateway to Geelong and the Bellarine Peninsula and potentially the Point Henry Precinct.

Development of this precinct would need to include sensitive interfaces with adjacent industry. Appropriate interface treatments could include landscaping, service roads and off road pedestrian/ cycle paths to Portarlington Road and the rural land to the east of Clifton Avenue to retain the integrity of land uses outside this precinct and protect the land uses within the precinct.

#### **Direction 14 - Built Form and Urban Design**

*Ensure excellence in built form and urban design, that delivers functional, sustainable and high amenity outcomes, together with sensitive interfaces.*

#### **Strategies**

Ensure precinct planning and built form follows environmentally sustainable development principles and achieves high sustainability outcomes.

Locate core activities in areas accessible to key features or services.

Provide inter-connected street networks that are convenient and safe for pedestrians and cyclists, and landscapes that reinforce the coastal identity and character.

Provide for a reasonable sharing of views to significant natural and physical landmarks.

Encourage standard residential densities with higher densities around key activities and facilities.

Provide high quality interface treatments with major roads for gateway and streetscape appeal.

Ensure attractive and amenable interface treatments to the various land uses adjacent to this precinct including landscape setbacks, service roads and off road pedestrian/ bicycle paths.

Ensure access for people of all abilities.





#### 4.6.4 Transport and Infrastructure

The future Geelong Ring Road - Bellarine Link could align with a potential new access point to the South-East Precinct. This proposed link to the Geelong Ring Road would facilitate development in the entire study area and result in faster travel times to Melbourne and South-West Victoria. It is not yet known when this road will be built however any design layout of the precinct would need to consider its likely future location, as well as the continuation of a northern road connection to Point Henry.

##### **Development within this precinct should deliver a sustainable urban environment.**

Sustainable urban development will include renewable energy technologies, in line with the need to transition to a clean energy system as outlined in Victoria's Climate Change Framework.

Improved drainage and stormwater infrastructure, recycled water schemes, as well as active transport options such as shared paths should also be provided.

This infrastructure provision may have implications for areas outside the study area. These types of infrastructure would be funded through an infrastructure contributions plan. This sets standard levies that are pre-set for particular development settings and land uses, in order to fund the provision of essential infrastructure that will support new or growing communities.

#### **Direction 15 - Transport and Infrastructure**

*Provide transport and infrastructure to create a sustainable urban environment that supports residential communities*

##### **Strategies**

Provide a flood free road connection from the Point Henry precinct to the South-East Precinct and the proposed Geelong Ring Road - Bellarine Link intersection with Portarlington Road.

Facilitate the provision and operation of a public transport and shared path network linking the South-East Precinct with central Geelong and other key locations.

Ensure developers provide sufficient land, and carry the full capital cost of providing State and local infrastructure using a standard infrastructure contributions plan and supplementary levy.

Identify and protect long term opportunities for a north - south connection from the Geelong Ring Road - Bellarine Link to the north beyond the Point Henry peninsula.

Facilitate community scale renewable energy technologies in association with urban development.

Support the development of a recycled water scheme for the South-East Precinct.

## 4.6.5 Community Facilities and Open Space

A controlled and staged approach to community infrastructure is necessary for the orderly development of the precinct. The increasing population would need community, education and health facilities as well as active and passive open space and connected walking, cycling and public transport links.

Several environmental assets are within the precinct or adjacent to its boundaries. The Moolapio re-vegetation site and wildlife corridor, the wetlands to the north and west and the coastal foreshore are locations that would link with the linear parks and form the basis of a public open space network. Achieving continuous public access along the foreshore, linking to adjacent precincts and key features outside the study area, is a key strategy.

### Direction 16 - Community Facilities and Open Space

*Coordinate community facilities and public open space in appropriate locations and in line with the increase in population.*

#### Strategies

Ensure there is a range of community, recreation and open space facilities to meet the needs of residents, workers and tourists.

Ensure sufficient land is contributed by developers for community facilities and public open space purposes.

Ensure developers carry the full capital cost of providing State and local community infrastructure using a standard infrastructure contributions plan and supplementary levy.

Facilitate continuous public access along the foreshore with links to environmental areas and other areas of public open space, key features and environmental assets to create an open space network.



## 4.6.6 Environment

There are environmental assets and constraints within this precinct that, subject to detailed studies, should be excluded from areas of potential development. These include the coastal foreshore, the Moolapio re-vegetation site, the wildlife corridor and the Alcoa landfill sites.

Development of the South-East Precinct should be an exemplar for new development achieving high sustainability outcomes. Environmentally sustainable development principles should be adhered to for precinct planning and built form.

### Direction 17 - Environment

*Improve the environmental conditions of the precinct and Corio Bay by cleaning up industrial land and retaining and connecting environmental areas.*

#### Strategies

Ensure that development avoids environmental assets and constraints including the coastal foreshore, the Moolapio re-vegetation site, the wildlife corridor, and wetlands.

Development should assist in the re-establishment of links between isolated habitat remnants that contain high value biodiversity including the Moolapio revegetation site and the wildlife corridor.

Ensure that development and use on the land fill site and other potentially contaminated land is suitable and safe for its intended use.

Consider the impacts of coastal erosion when designing waterfront, boardwalks or other coastal facilities.

Consider the role of wetlands to manage the impacts and risks from both stormwater and sea level rise.

Ensure any development follows environmentally sustainable development principles and achieves high sustainability outcomes.



## 4.6.7 Dependencies

The realisation of the direction for the South-East precinct is dependent on resolving the land use conflict between adjacent industry and any new residential and other sensitive land uses. This is required as residential land use is incompatible with key current industries due to the large industrial buffers of up to 2 kms. A core objective of land use planning is to avoid land use conflict, primarily through separating incompatible land uses. Establishing and maintaining buffer or separation distances between industrial and residential areas is important to help manage potential health, safety and amenity impacts to people and ensure compliance with regulatory requirements.

Fundamentally land use conflict may be resolved through:

- further site specific assessment of industry operations and potential impacts, which may result in a reduced separation distance being required from industry to sensitive uses including residential, with such development occurring only beyond these separation distances; and/or
- industry deciding to significantly change or move their operations, resulting in a reduction or removal of the separation distances.

While building design can further manage risks, this should occur for minor/low impact risks and when fundamental land use conflicts and associated risks/impacts have been resolved.

There is no obligation being proposed on industry to resolve the land use conflict. It is the responsibility of proponents of residential development (or other sensitive uses) to avoid land use conflict, including by delaying/limiting residential development until the land use conflict is resolved. Industry is however obligated to manage their operations to minimise the potential for off-site impacts and to comply with all current and future laws.

When the land use conflict is resolved, the developer/owner is able to propose a residential based development and an appropriate planning process and controls to facilitate it. In the interim, the current Farming Zone should remain, supporting existing and new uses which do not conflict with the adjacent industry uses and do not prejudice the residential future of the area.

The realisation of sensitive uses, including residential and open space, will also require that the site's environmental conditions are suitable for that use. This could include addressing any potential contamination through the *Planning and Environment Act 1987* (i.e. Ministerial Direction No.1 and any Environment Audit Overlay to be applied) and supported by the *Environment Protection Act 1970* (i.e. any clean up notice and audit).

### **Direction 18 - Realisation of residential**

*Realise residential and other sensitive land uses where and when land use conflicts with adjacent industry are resolved.*

#### **Strategies**

Identify, to the satisfaction of Government, the actual separation distances required, including any potential reduction in standard distances through the preparation of an evidence based analysis of separation distances from existing industrial operators to potential sensitive land uses within the South-East Precinct. This will need to consider the industrial operations, environmental conditions and the degree and likelihood of any impacts associated with risks to amenity and safety of future residents together with potential impacts on industry.

Support the ongoing rural use including existing and new uses that do not conflict with the adjacent industry uses and do not prejudice the residential future of the area.

Rezone to facilitate residential development when it is compatible with adjacent land uses, until then retain Farming Zone.



## 4.7 SALTWORKS AND WETLANDS PRECINCT

### 4.7.1 Current Conditions

#### SALTWORKS AND WETLANDS PRECINCT



The former saltworks are interconnected, shallow evaporation and crystallisation ponds separated by bunds with inflows of water managed by a sluice system and sea wall

Saltworks are used as a feeding location for many nationally and internationally protected bird species that roost upon the bunds and vegetation and enjoy the site's relative isolation

Saltworks act like wetlands and filter surface water entering the bay, capture and store excess carbon, stabilise the coastline and provide food and nutrients for a wide range of marine communities

Need effective water management to maintain bird habitat

The saltworks are listed in the Victorian Heritage Register and are significant to the establishment of Geelong and the heritage of Victoria.

Minimal elevation above sea level

Inundated by coastal storm surge

With a predicted 0.8m sea level rise by year 2100, saltworks would be permanently inundated and Point Henry Road and Portarlington Road would be over washed

Three open drainage outlets convey stormwater through the saltworks to Stingaree Bay

Seagrass meadows adjacent to coast

Shallow bay depths less than 1m

- 1 Marine and freshwater wetlands and treatment ponds. Drainage outlet to bay
- 2 Private land: former saltworks 176 ha (see ownership map in Section 2)
- 3 Interface with CSIRO
- 4 Modified coast including seawall. Restricted public access to foreshore
- 5 Crown land: former saltworks 289 ha (see ownership map in Section 2)





## 4.7.2 Land Use

The primary direction for the Crown owned part of the Saltworks and Wetlands Precinct is **Environmental with complementary tourism**.

The primary direction for the private owned part of this precinct is **Environmental/tourism investigation**.

The land uses within this precinct could include:

- the management and conservation of environment and heritage assets
- coastal inundation
- coastal protection structures
- drainage outlets and retarding basins
- wetland habitats
- low impact water, heritage and nature based tourism and commercial facilities
- recreation areas and public access
- interpretive information facilities and viewing paths and platforms.







The Cheetham Saltworks are an important part of Geelong and Victoria's history. However, declining market demand for salt production in Australia suggests it is highly unlikely to be re-established in this location. Following the closure of the saltworks, the area has continued to act as a wetland and provide numerous ecosystem functions. These include habitat for significant bird species, filtering urban stormwater prior to its discharge to the bay and supporting coastal saltmarsh and sea grass which have carbon storage capabilities.

Like most coastal areas this precinct is dynamic, complex and interconnected with the environment. It is difficult to accurately predict the combined impact and interaction of sea level rise and other consequences of a changing climate and coastal processes. Consideration of climate change needs to be integrated with land use planning, in line with Victoria's Climate Change Framework. A precautionary approach is, therefore, needed within this precinct.

A development focused proposal within this precinct has previously been submitted by a private consortium, for consideration to the State Government. The *Victorian Coastal Strategy 2014 (VCS)* states that nature conservation and biodiversity are primary values of coastal land, and that new development on the coast should have a demonstrated need to be located on the coast, should not interfere with natural coastal processes and should avoid areas subject to coastal hazards including sea level rise. Any future use of this precinct including any future tourism development proposals, needs to comply with the policies and actions of the *Victorian Coastal Strategy*, as well as applicable environmental and planning legislation and policy.

**A precautionary approach to the coast allowing natural coastal processes (coastal retreat) to take place would reduce the cost of intervention and ongoing maintenance and allow the coastal ecosystem to continue to provide a broad range of benefits.**

This precinct is currently inundated during storm surges and the majority of the precinct is predicted to be permanently inundated by sea level rise at year 2100. The strategy of coastal retreat minimises the risk to life, property and Government, is site responsive and responsible.

For the Crown owned part of this precinct, the preferred strategy is coastal retreat but this may have implications for the heritage and environmental assets. Strategic planning would be undertaken by the State Government to better understand the implications of this strategy and how to successfully integrate potential recreational and tourism opportunities in this precinct within the context of a response to sea level rise. The Crown owned part of this precinct is a large site and the ongoing management and operation would have financial implications. It is important that some modest financial returns for the sustainable management of the land be captured.

**Potential development could involve water, heritage or nature based tourism and complementary commercial facilities, that are low impact and are linked to managing and improving the environmental and heritage assets.**

The CSIRO Australian Animal Health Laboratory is located to the west of the precinct. As an important and sensitive facility, adjacent activities should avoid impacting on its operations.

The diversity and quality of environmental and heritage values in this precinct has not been fully ascertained. Accordingly, the owners of the privately owned part of this precinct would be required to conduct their own coastal vulnerability investigation into any environmental and tourism capabilities of their land. As with the Crown owned part of this precinct, the preferred strategy is for coastal retreat. However the priority is for the coastal ecosystem to continue to provide a broad range of benefits. This would allow the private land owner/s some flexibility to achieve their priorities whilst demonstrating the potential development of some tourism/commercial facilities which complement the environmental values. Otherwise, the privately owned saltworks and wetlands may be left to deteriorate.

### **Direction 19 - Land Use**

*Protect the coastal ecosystem whilst allowing it to provide a broad range of benefits allowing opportunities for small scale tourism and commercial facilities where appropriate.*

#### **Strategies**

Consider use and development which responds to climate change and the combined impacts of sea level rise, tides, storm surges, coastal processes and local conditions including erosion, landslip and acid sulphate soils.

Avoid development in areas impacted by the 2100 one per cent Annual Exceedance Probability (AEP) storm surge extent.

Allow for some water, heritage or nature based tourism and complementary commercial facilities that are low impact and, are linked to managing and improving the environmental and heritage assets.

Support a diversity of passive or active recreational activities.

Avoid activities that may undermine the operation of the adjacent CSIRO Australian Animal Health Laboratory.





### 4.7.3 Built Form and Urban Design

If it can be established that some tourism or commercial related uses are acceptable within the Saltworks and Wetlands Precinct the built form must complement the environmental values of the precinct. Buildings should be designed to complement the environmental context, be low scale and protected from potential coastal hazards.

#### **Direction 20 - Built Form and Urban Design**

*Support built form which complements the environmental and heritage values of the former saltworks and wetlands.*

#### **Strategies**

Ensure any built structures are of an appropriate low scale and design to complement the coastal landscape and setting.

Ensure development does not cause or aggravate the flooding of upstream or downstream properties.

Establish appropriate built form and design which can withstand a permanent or temporary hazard event.



#### 4.7.4 Transport and Infrastructure

The level of infrastructure required in this precinct would be dependent on the amount of activity, its management and development proposed. All required services and flood free access to any tourism and commercial development would be required. Other infrastructure may be required within the precinct which benefits land outside this precinct, e.g. coastal protection structures may be necessary to prevent the permanent inundation of Portarlington Road and urban areas of Moolap. Also, any drainage improvements within the wetlands would reduce flooding within the Industry Precinct and urban areas of Moolap.

##### **Direction 21 - Transport and Infrastructure**

*Facilitate infrastructure programs which would benefit both the Saltworks and Wetlands Precinct and areas outside this precinct.*

##### **Strategies**

Ensure that any coastal protection structures respond to coastal hazards, avoid detrimental impacts on coastal processes and prioritise the safety of people, infrastructure and property.

Ensure developers carry the full capital cost of providing necessary infrastructure to service any proposed development.

Coordinate drainage works within the Saltworks and Wetlands Precinct and adjacent precincts to deliver improved environmental outcomes.



#### 4.7.5 Community Facilities and Open Space

The Saltworks and Wetlands Precinct is intended to provide environmental benefits and public recreation space and should be integrated with adjacent precincts. This would be finely balanced as human intervention may have an impact on the environmental and heritage assets. Continuous public coastal access should be provided although its location may be dependent upon environmental values, heritage considerations and any response to sea level rise.

##### **Direction 22 - Community Facilities and Open Space**

*Provide sensitively designed pedestrian corridors through the Saltworks and Wetlands Precinct for passive and active education and recreation purposes.*

##### **Strategies**

Encourage linear and coastal open spaces, including continuous public coastal access, through the former saltworks which link Eastern Park to the Point Henry Precinct, South East Precinct and other open space.

Manage visitor populations to maintain the integrity of heritage and environmental values associated with the saltworks and wetlands.

Ensure there are appropriate buffers, design and levels of access to protect threatened flora and fauna and sensitive wetlands from human activity.



## 4.7.6 Environment

Protection of the environment is the priority for both the Crown owned and privately owned parts of this precinct. Future development, works or uses would need to support or improve the environmental values of this precinct.

### Direction 23 - Environment

*Support development, works or uses which improve the environmental values of the former saltworks and wetlands.*

#### Strategies

Minimise impacts on the environmental, heritage and coastal values of the Saltworks and Wetland Precinct.

Consider the role of wetlands and retarding basins to manage the impacts and risks from both stormwater and sea level rise.

Ensure any wetlands or retarding basins are integrated where appropriate into the future design and landscape of the precinct and promotes biodiversity values.

Assist in the re-establishment of links between isolated habitat remnants that contain high value biodiversity.

Avoid disturbance of acid sulfate soils.

Protect the coastal and marine resources and the ecosystem they provide.

Prevent inappropriate development in areas affected by groundwater salinity and erosion.

Consider the response to climate change, including coastal retreat in the management of environmental areas and wetlands.





## 4.7.7 Dependencies

The Saltworks and Wetlands Precinct has an array of complex environmental values which are protected under various legislation and policy. Allowing the coastline to retreat or inundate is a natural response and is the State Government's preferred method to respond to sea level rise, though critical infrastructure will still require protection. Allowing some modest financial return through low impact tourism and commercial facilities has genuine merit where it leads to improved environmental outcomes. However the broader implications on heritage and environmental values and risks would need to be carefully considered during the detailed strategic planning of these areas.

The environmental and infrastructure needs of this precinct also need to be considered in conjunction with the detailed planning and development of adjacent precincts.

The realisation of sensitive uses, including open space, will also require that the site's environmental conditions are suitable for that use. This could include addressing any potential contamination through the *Planning and Environment Act 1987* (i.e. Ministerial Direction No.1 and any Environment Audit Overlay to be applied) and supported by the *Environment Protection Act 1970* (i.e. any clean up notice and audit)

### **Direction 24 - Future Planning – Saltworks and Wetlands Precinct**

*Informed by detailed site investigation/ planning ensure proposals to develop and manage the land are environmentally and economically sustainable.*

#### **Strategies**

Undertake detailed investigation and strategic planning to inform future development and management, including a coastal vulnerability hazard assessment for the Saltworks and Wetlands Precinct to identify responses and design treatments to site opportunities, constraints and regulations (see Section 6 Potential Implementation Framework). For the Crown owned part of this precinct, this would be the State Government's responsibility; for the privately owned part of this precinct, this would be the land owner/s responsibility.

## 4.8 COASTAL FORESHORE

The Crown owns the majority of the coastal foreshore within the study area, some of which is available for public use and access. The most popular areas for public use and access are the north-west foreshore of Point Henry and, the point itself. The most popular pursuits are bird watching, beach walking, fishing, kite surfing and duck shooting. In the western half of the former saltworks the Crown coastal foreshore land is leased to private operators, with public use and access being limited or unavailable. On the eastern coast, coastal foreshore land south of Windmill Road is privately owned by industries.

The *Victorian Coastal Strategy 2014 (VCS)* states that public ownership of coastal land, and the freedom of access that derives from this, is a deeply held value of the Victorian community. Coastal public land and adjoining waters need to be protected from the intrusion of private ownership or 'single user' facilities. Community feedback received during the preparation of the draft Moolap Plan is that the coastal foreshore is a popular public recreation area and there is demand for continuous public access along the entire foreshore. This presents many opportunities for improvement including access, connectivity and integration.

The coastal foreshore is at risk from rising sea levels and the impacts of climate change including storm surge, coastal inundation and erosion. It is also at risk from development pressures which may expose acid sulfate soils and destroy seagrass meadows which could reduce marine life and have direct impacts on the biodiversity of the study area.

The development of each of the precincts would need to consider the directions in the Moolap Plan relating to the coastal foreshore and consult with existing users of the foreshore during any foreshore development or improvement proposals.

The coastal foreshore in the Saltworks and Wetlands Precinct is subject to sea level rise and the future location of the coast would need to be informed by detailed strategic planning in this precinct.



## Direction 25 - Coastal Foreshore

*Facilitate the acquisition or contribution of coastal foreshore from private land owners to provide continuous Crown coastal foreshore from the CSIRO to Clifton Ave and improve connectivity, access and integration.*

### Strategies

Provide continuous public access along the foreshore which links to destinations outside the study area including the Eastern Gardens and the Bellarine Rail Trail.

Enhance the interface and connectivity between private land and the Crown coastal foreshore.

Facilitate the improvement of the environmental qualities of the integrated coastal zone.

Consider the impacts of coastal erosion when improving the coastal foreshore for public purposes.

Protect and enhance the foreshore as a primary open space area and utilise it as a tourist and leisure destination.

Ensure adequate coastal foreshore land is provided above the 2100 one per cent Annual Exceedance Probability (AEP) storm surge extent.

Recognise other users of the foreshore and ensure a fair and equitable sharing of marine and coastal resources.

Where appropriate, encourage new waterfront development and boating facilities which improves public access to the water.

Avoid any destruction of seagrass meadows located within the coastal zone.

Avoid disturbance of coastal acid sulfate soils.

Protect listed flora and fauna within the coastal foreshore.

Consider the response to climate change, including coastal retreat in the management and future location of the coastal foreshore.



## 5. SUMMARY

The draft Moolap Coastal Strategic Framework Plan includes for consultation and feedback:

- Vision and principles (Sections 4.1 and 4.2)
- Directions and strategies (Section 4.3)
- A potential implementation framework (Section 6)

The draft Moolap Plan proposes an exciting new land use direction enabling transitioning and revitalisation to benefit the whole region.

It presents a unique opportunity to create a major new suburb that significantly contributes to Geelong's ongoing evolution as a vibrant regional city. It integrates climate change into land use planning, and underpins the creation of a sustainable community based upon Environmentally Sustainable Development (ESD) principles, allowing for a balanced mix of employment, environmental, community and development opportunities. It will complement central Geelong, setting a new standard for urban renewal in Geelong and providing a legacy for the region. It recognises environmental and heritage, and the need for improved infrastructure.

The draft Moolap Plan is the culmination of research, community feedback and analysis. It provides a draft future strategic direction, seeking to facilitate and guide outcomes while reflecting possibilities, limitations and risks. The Potential Implementation Framework identifies future actions including in some areas the need to undertake detailed design to realise the vision, principles and land use direction in the draft Moolap Plan.

Based on this draft, by 2050, it is envisioned that the study area will be characterised by:

- a signature new urban area at Point Henry with a mix of tourism and residential offerings that will be different to anything else in the Geelong region.
- new and enhanced connections to the water, including continuous coastal access and recreation and boating facilities
- interesting and diverse public realm areas, including an improved foreshore, a local open space network and access to views, that also link the different land uses, as well as active transport links to central Geelong
- areas of environmental and heritage values, including managed access, information, viewing areas and complementary public and private facilities that support interpretation and the maintenance of assets
- wetlands and retarding basins to manage stormwater and provide environmental benefits and habitats
- distinctive high amenity residential development that is focused on the coast and provides diverse housing opportunities
- cultural, arts and recreational activities and spaces including innovative re-use of existing buildings
- improved amenity through high quality building design and landscaping along roads and interfaces between different land uses
- industrial areas that are thriving, have improved amenity, environments and infrastructure, and are providing required services and jobs.



The following is a summary of the draft land use direction for each of the precincts within the study area.

## POINT HENRY PRECINCT

The primary land use direction for the Point Henry Precinct is **Tourism and residential**.

## SOUTH-EAST PRECINCT

The primary land use direction for the South-East Precinct is **Residential**.

## INDUSTRY PRECINCT

The primary land use direction for the Industry Precinct is **Industry**.

## SALTWORKS AND WETLANDS PRECINCT

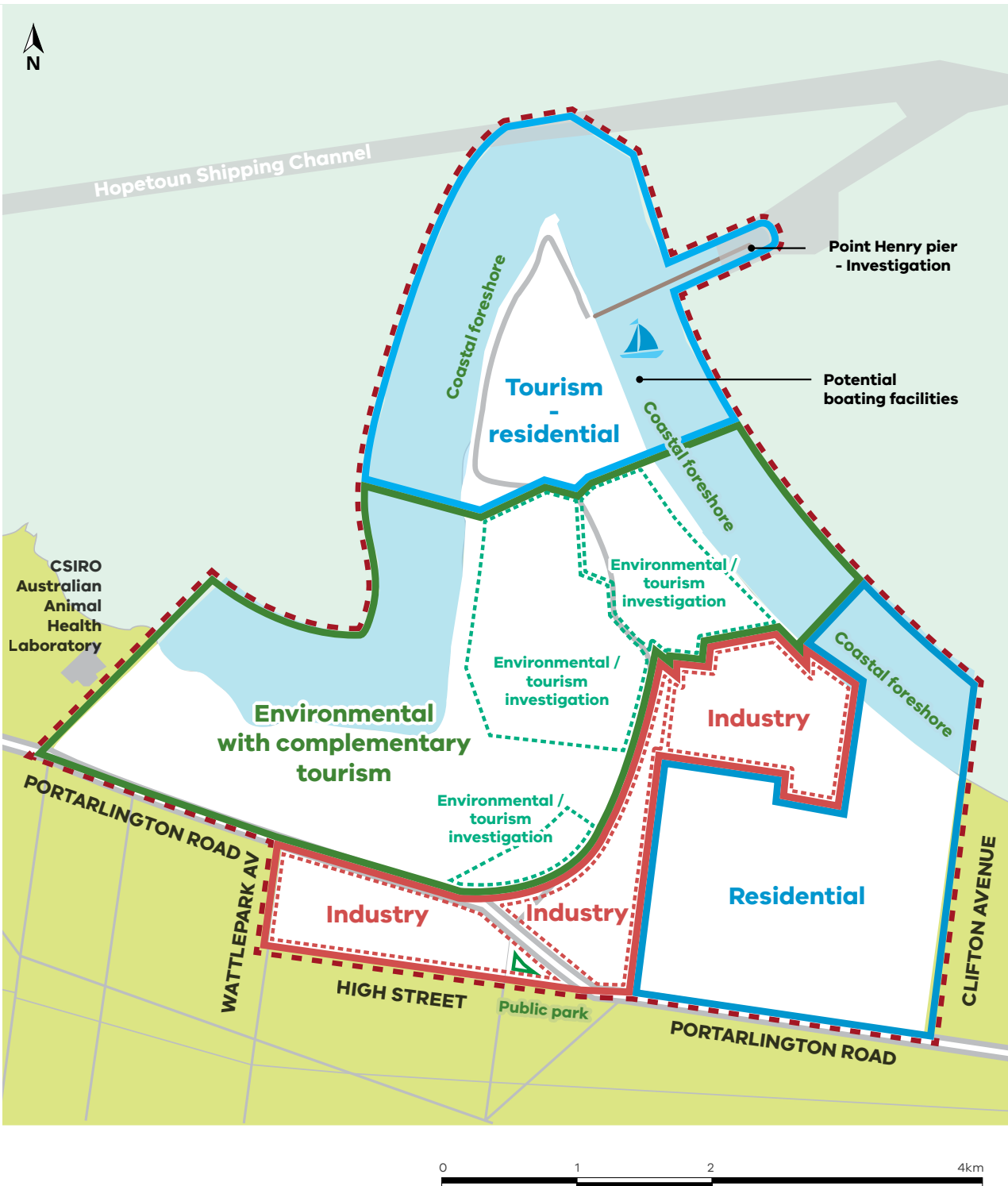
The primary land use direction for the Crown owned former saltworks is **Environmental with complementary tourism**.

The primary land use direction for the privately owned former saltworks and wetlands is **Environmental/tourism investigation**.

A potential implementation framework is included in Section 6, to guide the Moolap Plan delivery over the short and medium term.

This is a draft for consultation and it may change prior to the finalisation and approval of the final Moolap Coastal Strategic Framework Plan. Information on how you can Have Your Say is in Section 7.

# DRAFT LAND USE DIRECTION SUMMARY



# 6. POTENTIAL IMPLEMENTATION FRAMEWORK

To successfully deliver the Moolap Plan, there needs to be an effective implementation framework that is transparent and provides certainty for land owners and stakeholders. A potential implementation framework has been based on the draft Moolap Plan. It identifies the tasks and responsibilities over the short, and medium term, and gives effect to the Vision, Principles, Directions and Strategies of the draft Moolap Plan.

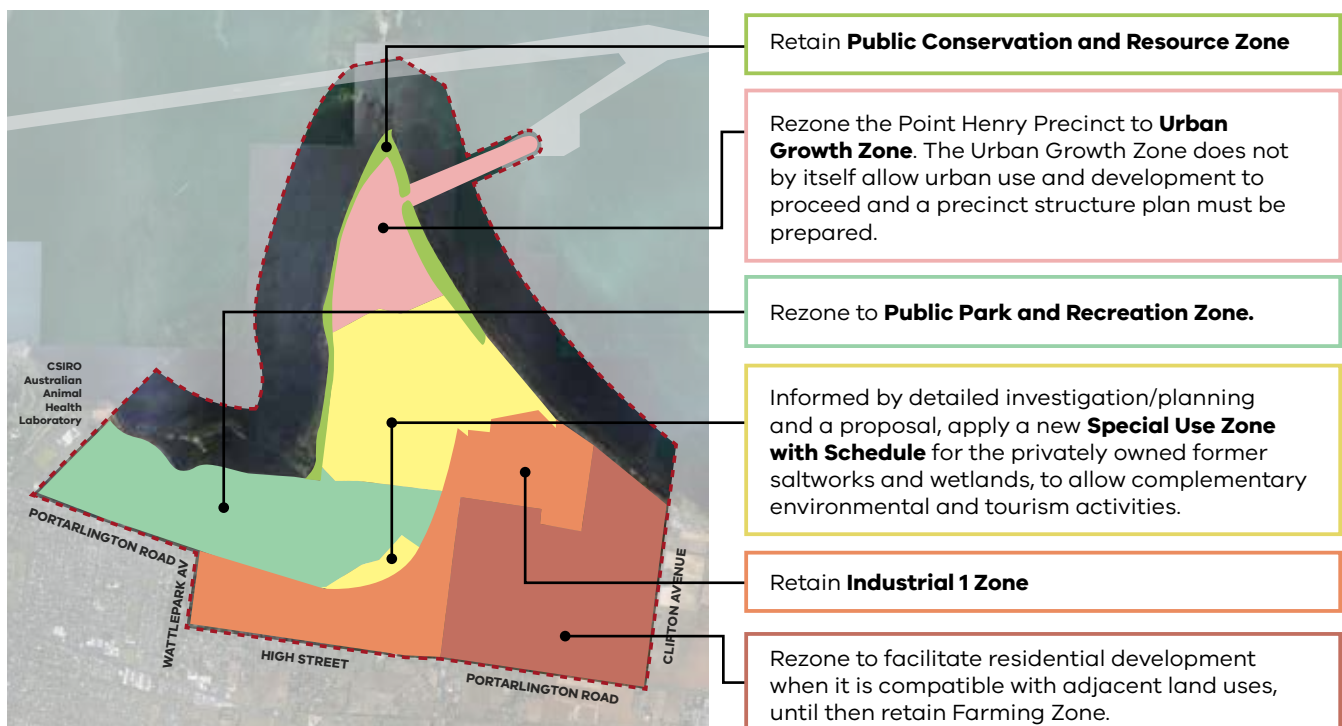
## SHORT TERM - within 10 YEARS

### Planning Scheme Amendments

#### Responsibility: State Government and the City of Greater Geelong

Planning scheme amendments are required to set new planning policy and appropriate zonings for intended land uses

1. Prepare a planning scheme amendment to the Greater Geelong Planning Scheme to introduce relevant policy and give effect to the approved Moolap Plan. The amendment could include the Moolap Plan as a reference document and a Moolap section within the Local Planning Policy Framework of the Greater Geelong Planning Scheme outlining the Vision, Principles and Directions as contained in the Moolap Plan.
2. Prepare a planning scheme amendment/s to the Greater Geelong Planning Scheme to zone land as summarised below:



Note: The timing, process and whether this is one or multiple amendments is yet to be determined.

Note: The Public Conservation and Resource Zone currently applying to coastal waters adjacent to foreshore is to be retained.

The areas that are to be rezoned or where new controls are to apply under the Greater Geelong Planning scheme include:

## Point Henry Precinct

Rezone from Industrial 1 Zone to **Urban Growth Zone** which seeks:

- to implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies
- to manage the transition of non-urban land into urban land in accordance with a precinct structure plan
- to provide for a range of uses and the development of land generally in accordance with a precinct structure plan
- to contain urban use and development to areas identified for urban development in a precinct structure plan
- to provide for the continued non-urban use of the land until urban development in accordance with a precinct structure plan occurs
- to ensure that, before a precinct structure plan is applied, the use and development of land does not prejudice the future urban use and development of the land.

## Saltworks and Wetlands Precinct

**Former saltworks (private land – west of Point Henry Road)** - Informed by detailed site investigation / strategic planning and a subsequent proposal to develop and manage the land, change Special Use Zone Schedule from Schedule 1 (environmental wetlands, salt production and land-based aquaculture activities) to a new **Special Use Zone Schedule**.

**Former saltworks and wetlands (private land – east of Point Henry Road)** - Informed by detailed site investigation / strategic planning and a subsequent proposal to develop and manage the land, rezone from Industrial 1 Zone to new **Special Use Zone Schedule**.

This new **Special Use Zone Schedule**, tailored for the privately owned saltworks and wetlands would indicatively seek:

- to encourage environmental and complementary tourism uses
- to provide for use, development and management of land that is compatible with the long-term maintenance and conservation of the land's environmental and heritage values
- to ensure uses, building and works respond to environmental risks, including sea level rise and coastal retreat
- to provide for a range of uses and services that do not prejudice the land's environmental and heritage values nor the use of neighbouring land for residential, tourism or industrial purposes
- to provide for a high standard of building design and landscaping to reflect the environmental values and high visual profile of the land.

**Former saltworks (Crown land)** - rezone from Special Use Zone Schedule 1 (environmental wetlands, salt production and land-based aquaculture activities) to **Public Park and Recreation Zone** which seeks:

- to implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies
- to recognise areas for public recreation and open space
- to protect and conserve areas of significance where appropriate
- to provide for commercial uses where appropriate.



## Overlay controls

### Responsibility: State Government and the City of Greater Geelong

3. Review the **Design and Development Overlay Schedule 20 (DDO20)** and its application to improve the visual appearance, level of amenity and stormwater treatment. Remove the DDO20 from industrial areas as part of a rezoning to an alternative land use in the Point Henry and the Saltworks and Wetlands Precinct.
  4. Review existing overlays, including their extent and need, considering any completed site investigation, detailed strategic planning, master planning and zone changes, and to consolidate planning controls.
  5. Consider the application of an Environment Audit Overlay to ensure any potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination.
- 

## Geelong Ring Road Extension- Bellarine Link

### Responsibility: Vic Roads

6. Identify the preferred corridor for the Geelong Ring Road Extension– Bellarine Link and the connection with Portarlington Road and the South-East Precinct.
- 

## Strategic planning for the former saltworks and wetlands

### Responsibility: State Government and private landowner/s

7. Detailed investigation and strategic planning, including a coastal vulnerability hazard assessment, should be undertaken for the Saltworks and Wetlands Precinct to identify responses and design treatments to site opportunities, constraints and regulations. For the Crown owned part of this precinct, this will be the State Government's responsibility. For the privately owned part of this precinct, this will be the land owner/s responsibility if they wish to pursue development opportunities which complement the environmental values of the area. These plans give effect to the Vision, Principles, Directions and Strategies of the Moolap Plan, and include:
  - a. the ongoing responsibility for maintenance and management of the saltworks
  - b. revenue sources to contribute to the cost of managing the former saltworks and wetlands and the construction of any coastal protection measures
  - c. opportunities for eco-tourism and complementary commercial facilities
  - d. appropriate measures to respond to the potential impacts of sea level rise on public assets and existing urban areas of Moolap
  - e. opportunities for recreation, public access and community facilities
  - f. options to improve the drainage situation for the former saltworks and wetlands, that may also have positive impacts for the urban areas of Moolap
  - g. appropriate interface treatments with other precincts

- h. compliance with the policies and actions of the *Victorian Coastal Strategy 2014* and the policy objectives of the Victoria Planning Provisions
  - i. an adequate management response to environmental values such as native vegetation, potential acid sulphate soils and migratory birds and necessary assessment and approvals that may be required for development proposals in accordance with the *Environment Protection and Biodiversity Conservation Act 1999*, the *Environment Effects Act 1978*, the *Coastal Management Act 1995* and the *Flora and Fauna Guarantee Act 1988*
  - j. an adequate response to Aboriginal and heritage values and the necessary approvals in accordance with the *Heritage Act 1995*, the *Aboriginal Heritage Act 2006* and the Greater Geelong Planning Scheme.
8. Consider environmental and infrastructure planning needs in adjacent precincts, particularly the Point Henry Precinct (see point 8 below).

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## Precinct Structure Plan - Point Henry Precinct

### Responsibility: Victorian Planning Authority (VPA) with City of Greater Geelong

9. Prepare a Precinct Structure Plan (PSP) for the Point Henry Precinct that describes how the Urban Growth Zone will be developed. A PSP lays out the roads, shopping centres, schools, parks, housing, community facilities, employment, open space and transport requirements in a concept plan. A PSP will need to be incorporated into the Greater Geelong Planning Scheme before major subdivision or construction can occur in accordance with the PSP.

The PSP will give effect to the Vision, Principles, Directions and Strategies of the Moolap Plan. It will be the mechanism to investigate and implement, and include:

- a. identifying and protecting a long term opportunity for the continuation of a road north beyond the Point Henry peninsula.
  - b. identifying and calculating the cost of necessary State or Local Government owned infrastructure.
  - c. planning the future land use options of the Point Henry pier.
  - d. determining the size and type of interface treatments between the South-East Precinct and the rural land; and the South-East Precinct and Portarlington Road.
  - e. undertaking an environmental audit to determine the suitability of sensitive land uses on former industrial land and informing the degree of remediation works required.
10. Consult with relevant agencies and service providers to determine appropriate separation distances/buffers around existing infrastructure assets such as gas pipelines and transmission lines.
11. Consider environmental and infrastructure planning needs in adjacent precincts in conjunction with the PSP process.

## Existing Infrastructure Assets

### Responsibility: Asset owner/s

12. Review infrastructure requirements across the study area, including for the gas pipelines and transmission lines, in consultation with relevant authorities and service providers.
- 

## Residential - South-East Precinct

### State Government and Greater Geelong City Council

13. Retain Farming Zone until residential development is compatible with adjacent land uses

### Responsibility: Developer

14. In consultation with industry, identify to the satisfaction of Government (particularly the EPA), the actual separation distances required, including any potential reduction in standard distances through the preparation of an evidence based analysis of separation distances from existing industrial operators to potential sensitive land uses within the South-East Precinct. This will need to consider the industrial operations, environmental conditions and the degree and likelihood of any impacts associated with risks to amenity and safety of future residents together with potential impacts on industry.

### State Government (including EPA), and Greater Geelong City Council

15. Consider the planning controls including zones and overlays to reflect any change in separation distances and a residential land use where land use conflict has been resolved.
- 

## Reticulated Sewer Extension and Stormwater Drainage Improvements

### Responsibility: Barwon Water and Greater Geelong City Council

16. Investigate opportunities for the provision of reticulated sewerage and improved stormwater drainage to the South-East Precinct to support improved environmental management and infill opportunities.
- 

## Portarlington Gateway

### Responsibility: Greater Geelong City Council and VicRoads

17. Improve the visual amenity and streetscape along Portarlington Road and within the Industry Precinct.
-

### Point Henry pier

**Responsibility: GeelongPort/State Government (including Department of Economic Development, Jobs, Transport and Resources)/City of Greater Geelong/Adjacent Land owner**

18. Investigate the opportunity to reuse the Point Henry pier in association with the tourism and residential direction for Point Henry.

## MEDIUM TERM - 10-20 YEARS

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**Responsibility: State Government (including Department of Economic Development, Jobs, Transport and Resources and the Victorian Planning Authority)/City of Greater Geelong/GeelongPort/Adjacent Land owner**

19. Deliver, review and update as required the precinct structure plan for the Point Henry Precinct and other detailed strategic planning (including masterplans), informed by the delivery of staging, infrastructure and land use transition.
20. Engage with land and asset owners, residents, businesses, recreation users, land managers, interest groups and visitors to understand issues that may be influencing the orderly delivery of the Moolap Plan.

**Responsibility: State Government / City of Greater Geelong**

21. Monitor and review as required the policies, zones and overlays in the Greater Geelong Planning Scheme that apply to the study area, to ensure they are facilitating desired outcomes
22. Review and revise the Moolap Coastal Strategic Framework Plan as necessary



## 7. HAVE YOUR SAY

Your views and ideas are important in shaping the future Moolap.

Please complete the online survey:

**[www.engage.vic.gov.au/moolap](http://www.engage.vic.gov.au/moolap)**

**Project email address:** [planmoolap@delwp.vic.gov.au](mailto:planmoolap@delwp.vic.gov.au)

**Postal address:** Project Team – Moolap Coastal Strategic Framework Plan  
PO Box 103, Geelong VIC 3220

**Telephone:** (03) 5226 4667

The online survey will close on **Wednesday 31 May 2017 at 5.00pm AEST.**

Please refer to the project website for earlier project documents and further information:

**[www.delwp.vic.gov.au/moolap](http://www.delwp.vic.gov.au/moolap)**

## 8. NEXT STEPS

The feedback received will be used to inform the final Moolap Coastal Strategic Framework Plan which will then be submitted to the Minister for Planning and the Minister for Energy, Environment and Climate Change for approval.

Once this round of engagement is completed a Summary of Feedback (Round Three) will be released outlining the key messages received.





[www.delwp.vic.gov.au/moolap](http://www.delwp.vic.gov.au/moolap)

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