



PSP2.0

Greater Avalon Employment Precinct

PRECINCT STRUCTURE PLAN

Co-Design Summary Report

DECEMBER 2023

VICTORIA
State
Government

vpa
Victorian Planning Authority

Acknowledgement of Traditional Custodians

The land, skies and waters that make up Greater Avalon Employment Precinct and its surrounds are Wadawurrung Country. The Victorian Government proudly acknowledges Victoria's Aboriginal communities and their rich cultures and pays respect to their Elders past, present and emerging. We acknowledge Aboriginal people as Australia's First People and as the Traditional Owners and custodians of the land and water on which we rely. We recognise and value the ongoing contribution of Aboriginal people and communities to Victorian life and how this enriches us. We embrace the spirit of reconciliation and ensuring that Aboriginal voices are heard.

Victorian Planning Authority's commitment

The Victorian Planning Authority (VPA) commits to continuing to improve our practices, to better protect and acknowledge Aboriginal values and heritage in our plans, precinct structure plans and strategic documents.

The protection of tangible and intangible Aboriginal cultural heritage is an important part of continuing cultural practice, understanding history and recognition of the Traditional Owners of Victoria. Commonwealth and State Acts and Regulations provide protection of places and areas of Aboriginal cultural heritage significance.

The ultimate custodians of Aboriginal cultural heritage are Traditional Owners, including groups formally recognised as Registered Aboriginal Parties (RAPs) which are appointed by the Victorian Aboriginal Heritage Council under the *Aboriginal Heritage Act 2006*. In 2021, there were 11 RAPs with decision-making responsibilities for approximately 75 per cent of Victoria. Traditional Owner Groups without formal recognition also have a vital role to play as key partners and stakeholders.

Strategic planning for Aboriginal cultural heritage involves a range of different stakeholders including State Government agencies, local government, developers, landowners and community groups.

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1 Introduction

1.1 What is the role of the VPA?

The Minister for Planning has appointed the VPA as the Planning Authority to lead this project from conception to finalisation.

Throughout the project, we will work closely with the City of Greater Geelong, Avalon Airport Corporation, State Government agencies and local community members to ensure the plan considers and reflects their input.

The role of Planning Authority involves preparation of the precinct structure plan (PSP) and development contribution plan (DCP) as well as preparing a planning scheme amendment to implement the PSP.

1.2 The PSP 2.0 process

The PSP 2.0 process was developed through VPA's *Precinct Structure Planning Guidelines: New Communities in Victoria* (2021). It encourages an innovative and site-responsive approach. It enables meaningful collaboration between stakeholders, guided by a clearly articulated place-based vision, that provides a mission statement for the PSP.

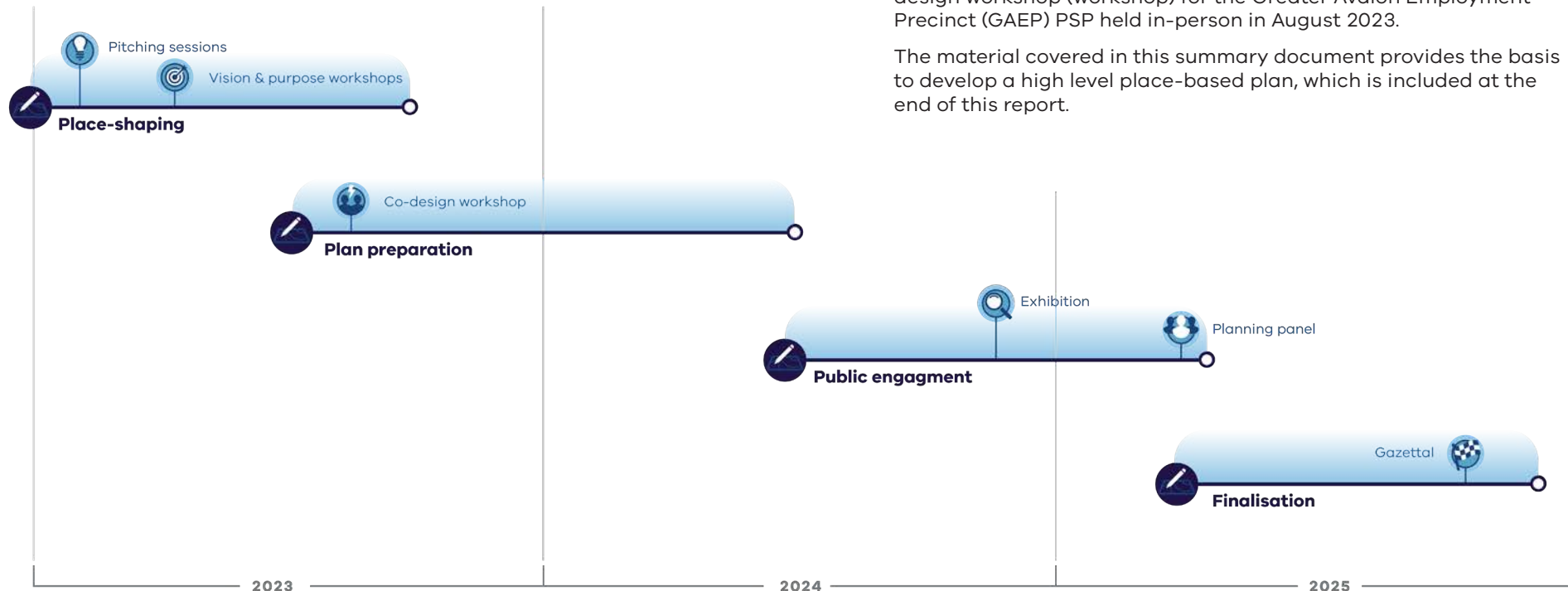
Early collaboration and co-design ensure key issues and possibilities for their resolution can be properly considered. This supports the goal to engage broadly on the PSP and to embed relevant opportunities and ideas in the preparation phases.

1.3 Purpose of this document

This is a summary of the information captured during the co-design workshop (workshop) for the Greater Avalon Employment Precinct (GAEP) PSP held in-person in August 2023.

The material covered in this summary document provides the basis to develop a high level place-based plan, which is included at the end of this report.

Timeline



2 Co-design engagement

2.1 Background

The PSP 2.0 process represents a commitment to provide better opportunities for collaboration with the broader community and key stakeholders. The PSP preparation process offers various opportunities for engagement to best capture and reflect stakeholder ideas and concepts for the future precinct.

Previous engagement sessions held between the VPA and stakeholders include:

- Pitching sessions (December 2022 to February 2023): An opportunity for stakeholders to pitch concepts and innovations for the precinct.
- Vision and Purpose Workshop (March 2023): An opportunity to form a clear vision of what the PSP aims to achieve in the future and how we will get there.

2.1.1 Emerging vision and themes

The Greater Avalon Employment Precinct (GAEP) is part of Wadawurrung Country and will integrate elements of intangible and tangible cultural heritage in partnership with Traditional Owners

The GAEP is a state significant employment precinct centred around Avalon Airport. The precinct will be an attractor for national, state and regionally significant economic investment including in manufacturing, freight and logistics industries, and in promoting a circular economy. The precinct will be designed to facilitate a wide range of industries adaptive to future trends in employment uses, and will include an innovation hub. Workers will be supported with community infrastructure and services that provide amenity and convenience. The GAEP will prioritise connections with the activities of Avalon Airport via coordination of complimentary land uses, transport and infrastructure connections, and will protect ongoing safe airport operations. Because Avalon Airport is a hub for enabling tourism, a component of the GAEP will be to enable a visitor economy precinct.

A multi nodal transport network will facilitate the movement of people and vehicles. The street network within the precinct will be designed facilitate access and safe movement. This may include likely upgrades to intersections on the Princes Freeway to facilitate access to the precinct, and enhancements to the existing road network and new road connections including connections into Avalon Airport. Public transport will be fundamental to the access and movement strategy and will connect to key public transport hubs within the site as well as external networks, such as to Lara Train Station. The transport network will deliver active transport outcomes, enabling affordable and sustainable transport options for future precinct users. Infrastructure will also be provided for sustainable transport modes such as electric and hydrogen vehicles.

The GAEP will balance employment development reaching its full potential with the need to protect existing high value flora and fauna habitat and communities, important viewlines, significant trees and the internationally significant Ramsar Wetlands. This will be achieved through nature based design solutions including dedicated conservation areas and open spaces that protect key features and provides for appropriate land use interfaces. Supporting the delivery of the precinct will be an innovative drainage system informed by effective integrated water management strategies that protect development and biodiversity values from flooding and sea level rise.

The GAEP will be an attractive place for future users. Built form will be appropriate to its location within the precinct including rural-residential interfaces, highway frontages and gateway sites, and heights responding to the airport flight paths. The planning controls will encourage flexible and innovative outcomes such as diverse and adaptable building designs and leading-edge sustainability outcomes. The precinct will include a network of passive open space and take advantage of conservation areas to provide amenity to future users. Access points to the precinct will be developed as attractive gateways, requiring the implementation of specific landscaping treatments and other measures which will promote GAEP as a high amenity place to work in and visit.

2.2 Co-design workshop

The GAEP Co-Design Workshop had two key objectives:

- To explore the “aerotropolis” land use concept
- To develop a high-level draft place-based plan primarily to enable flood modelling to commence

The workshop also aimed to:

- Highlight what was previously heard during the Vision and Purpose Workshop.
- Provide an update on the status of the project and summarise the background technical studies.
- Provide strong, transparent, and inclusive consultation opportunities.
- Outline the next steps of the project.



2.3 Overview

The co-design workshop was held in person at the Geelong Library and Heritage Centre on 17 August 2023.

Approximately 85 stakeholders attended the workshop, including the VPA project team, representatives from the City of Greater Geelong, landowners and:

- Avalon Airport Corporation
- Department of Transport and Planning
- Department of Energy, Environment and Climate Action
- Department of Jobs, Skills, Industry and Regions
- Melbourne Water
- Corangamite Catchment Management Authority
- Barwon Water
- Viva Energy
- APA Group
- Invest Victoria
- Energy Safe Victoria

Other parties who were invited but were unable to attend were:

- Wadawurrung Traditional Owners Aboriginal Corporation
- Environment Protection Authority
- Parks Victoria
- Heritage Victoria
- PowerCor

2.3.1 Workshop format

Participants were organised into small groups with a mix of eight to 12 different stakeholders per table.

The workshop initially explored the concept of how the precinct could contribute to a successful Avalon 'Aerotropolis'. In groups, participants highlighted important aerotropolis elements based on the Airport, PSP area, and broader area.

For the remainder of the workshop, the groups worked to 'build up' the place-based plan, based on three key activities:

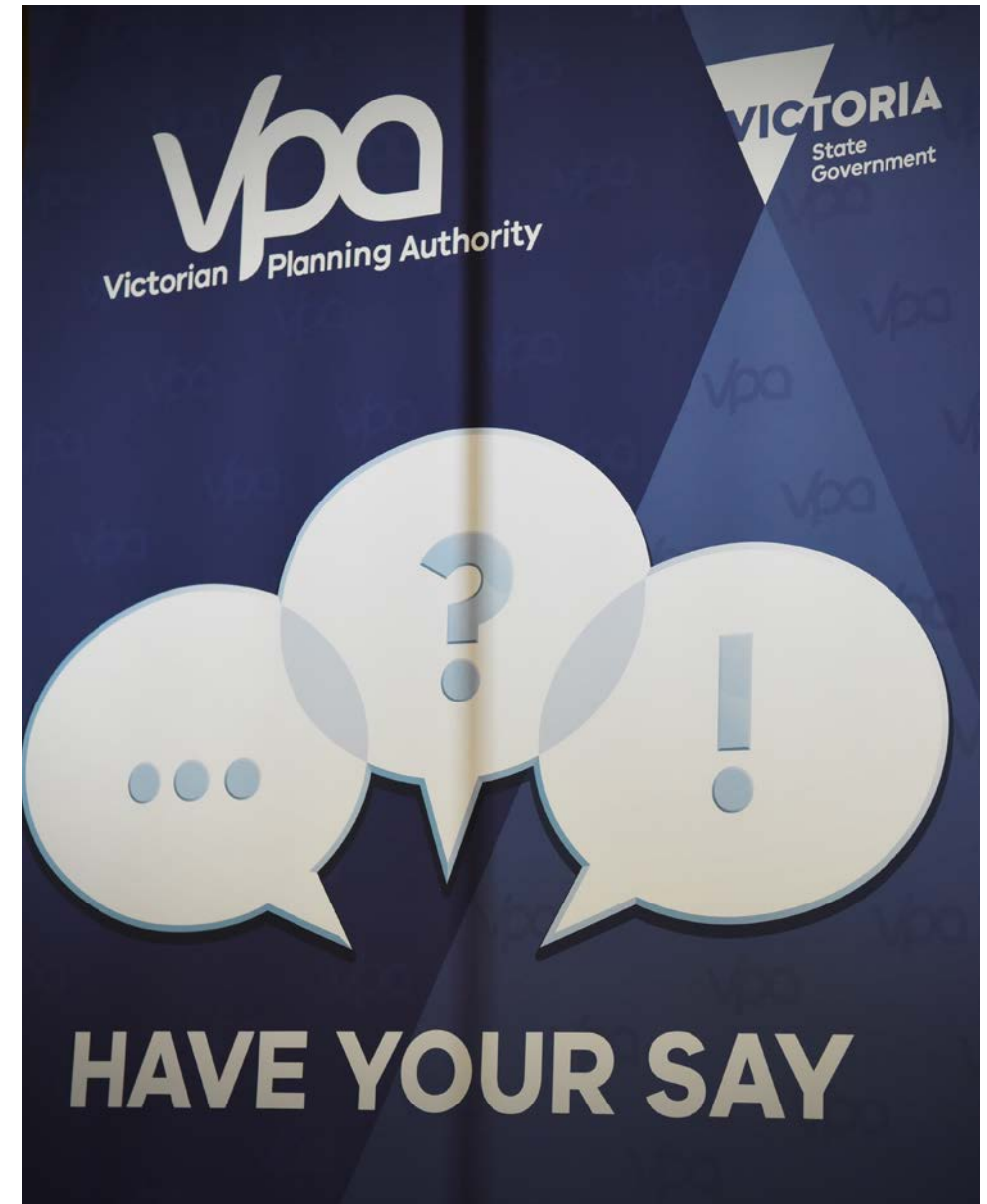
- Land Use and Environmental Framework
- Transport Network
- Public Realm and Interfaces

With guidance from group facilitators, stakeholders used the VPA's Place Shaper Kit to visually convey ideas and opinions over a base plan, with table scribes taking notes to ensure the views were captured.

A workshop primer pack was developed by the VPA and provided to participants before the workshop, which included:

- A summary of the project and process so far
- A summary of the technical work undertaken to date
- Indicative theme-based plans

The draft Economics and Scoping Study was also raised with participants at the workshop.



2.3.2 Overview of content

The workshop summary findings are divided into the following themes and subthemes:

Key Elements of a Successful Aerotropolis:

- Generating an aerotropolis
- Avalon Airport Masterplan
- Retail opportunities
- Visitor economy
- Balancing airport operations, sensitive uses and development
- Integrated transport network
- Accessibility
- Connecting to state infrastructure
- Natural features
- Destination and place
- Infrastructure

Land Use and Environment:

- Integrating land uses with the airport
- Planning controls
- Location of land uses
- Gateways
- Visitor economy precinct
- Worker service hubs
- Biodiversity and conservation
- Drainage
- Open space
- Oil and gas pipelines
- Interfaces

Transport Network

- Road network
- Public and active transport

Public Realm:

- Gateway treatments
- Viewlines
- Interfaces
- Airport interface
- Built form
- Cultural heritage
- Parks, conservation areas and urban greening



2.3.3 Key findings from draft technical studies and reports

The following is a summary of the findings of technical reports undertaken as part of Phase 1 of the project with the key findings:

Aboriginal Cultural Heritage Assessment (desktop due diligence)

- Identifies locations of known and potential Aboriginal cultural heritage values.
- A Cultural Values Assessment will be undertaken by the Wadawurrung Traditional Owners Aboriginal Corporation regarding intangible cultural heritage.

Post-Contact Historic Heritage Assessment (desktop)

- Identifies the post-contact heritage values and themes within the precinct.

Land Capability Assessment

- Identifies potential for high contamination on four properties, as well as the likely presence of sodic and acid sulphate soils.
- Recommends that a Sodic Soils Assessment is undertaken in the next phase of the project.

Economics and Scoping Assessment

- Establishes a vision for a major employment, enterprise and industrial precinct comprising largely industrial uses, supporting an estimated 16,419 jobs.
- Recommends a planning framework that applies four sub-precincts.
- The draft report is being revised following the workshop.
- A separate economic development strategy will also be prepared to further explore the role of GAEP and the required enabling infrastructure in the context of the wider area.

Biodiversity Assessment (desktop)

- Identifies likely and known high-value flora and fauna habitats based off a desktop assessment.
- Flora and fauna surveys will be undertaken to inform the final biodiversity assessment.

Arboricultural Assessment

- Identifies moderate and high retention value trees throughout the precinct that are recommended for retention.

3 Summary findings

There was a range of feedback gathered from stakeholders across the workshop session. This part of the document focuses on the key themes of the precinct and the corresponding ideas.

The findings from each theme are divided into the following sections below:

- **All ideas:** refers to the ideas and subjects raised by various stakeholders.
- **VPA response:** is the VPA's position on the ideas raised by stakeholders.
- **Objectives and implementation:** refers to the main objectives of each theme and how the VPA will translate a response in the PSP. If relevant, it is also noted whether the response is reflected in the draft place-based plan.
- **Further investigation:** the ideas and potential issues needing further investigation to understand.

These findings are high level only and will be further refined with input from relevant stakeholders in the process of developing the place-based plan.

The VPA will meet with stakeholders, including those who did not attend the co-design workshop, to discuss any issues where further investigation is required. Their feedback will be incorporated into the next stages of the precinct structure plan (PSP) development.



3.1 Theme 1 – Key Elements of a Successful Aerotropolis

Participants were asked to consider what the key elements of a successful Avalon Aerotropolis would be, and to consider these at the Avalon Airport, PSP and wider area scales. The purpose of the exercise was to encourage “big picture thinking”, to further explore the potential market sectors, and to identify how development could leverage from and be coordinated with Avalon Airport. Some of the ideas raised are explored in more detail in themes 2, 3 and 4.

| All ideas | VPA response | Objectives and implementation |
|---|--|--|
| Participants generally supported the precinct generating an aerotropolis outcome. | The VPA will undertake an economic development strategy to identify the role of the GAEP in relation to the airport and necessary infrastructure to support the GAEP. | <p>Generating an aerotropolis</p> <p>The GAEP will generate development outcomes that will be compatible with a potential future precinct based on proximity to the airport and other significant transport infrastructure including rail, road and port.</p> |
| Participants identified the need to clearly define the role, boundary, and brand of the aerotropolis. | The VPA will undertake an economic development strategy to identify the role of the GAEP in relation to the airport and necessary infrastructure to support the GAEP. | |
| Participants noted that increased activity at the airport would be required to provide a critical mass for an aerotropolis. | The VPA will include discussion on the role and importance of Avalon Airport in the scope of the economic development strategy. | |
| Participants raised that 24/7 activation was an important factor for facilitating an aerotropolis. | The VPA will develop planning controls that protect the ability of the precinct to operate on a 24/7 basis, while also protecting surrounding land uses from any impacts arising from this should a land use conflict be determined. | |
| Participants identified the need for a flexible planning framework in relation to diverse land uses, layouts and lot sizes. | The VPA will develop appropriate planning scheme tools which enable a diverse range of land uses, layouts and lot sizes (refer to theme 2 for further details). | |
| Participants acknowledged that for an aerotropolis to succeed, appropriate governance structures would need to be established. | If the aerotropolis concept is pursued in the future, appropriate governance structures would form part of a separate planning exercise. | |
| Participants identified the need for an aerotropolis to be based on the integration of the airport with transport services, freight, infrastructure, and nearby worker populations. | The VPA will identify strategies for connecting, and leveraging, the GAEP with infrastructure and services via an economic development strategy. | |
| Participants generally supported the idea of aerotropolis providing for innovative land uses, and capitalising on potential future opportunities. For example, aerospace, events, and agribusiness including food production (including a link to the food freight services on the Spirit of Tasmania). | The VPA will develop planning controls that facilitate a diverse range of innovation employment uses (refer to theme 2 for further details). | |

| All ideas | VPA response | Objectives and implementation |
|---|---|---|
| Participants identified that the Avalon Airport Masterplan needed to be updated, including providing details of the future functions of the airport (national, international, passenger and freight). | Finalising the Avalon Airport Masterplan is not within the scope of this project. However, the VPA will work with Avalon Airport Corporation to ensure the outcomes of the current update to the Avalon Airport Masterplan logically connects with land use outcomes in the GAEP. | Avalon Airport Masterplan The GAEP will be well integrated with Avalon Airport and ensure logical connections and synergies with the intended outcomes of the updated Avalon Airport Masterplan. |
| Participants identified the need to provide retail opportunities (including worker service hubs) that are complementary to rather than competing with other locations in Geelong. | The VPA agrees with the need to provide retail opportunities within worker service hubs (refer to theme 2 for further details). The provision of retail opportunities on airport land is subject to the Airport's own masterplanning process. | Retail opportunities Refer to theme 2. |
| Participants generally supported opportunities for tourism facilities in the GAEP such as hotels and other visitor economy uses. | The VPA will investigate the viability of tourism facilities including hotels within the GAEP (refer to theme 2 for further details). The provision of tourism facilities on airport land is subject to the Airport's own masterplanning process. | Visitor economy Refer to theme 2. |
| Participants identified the need to address conflicting land uses, including consideration of flight path implications and nearby sensitive uses nearby. | The VPA will undertake consultation with key agencies including Avalon Airport Corporation, Air Services Australia and the Civil Aviation Safety Authority to determine an appropriate response for planning for flight path implications and nearby sensitive uses. | Balancing airport operations, sensitive uses and development Planning for the GAEP will take airport operations and existing sensitive uses into account as a constraint and will ensure that development does not negatively impact on those factors. <u>Elements within the place-based plan:</u> Once the Airport Masterplan is issued, the place-based plan will be refined to reflect the updated flight path data and development restrictions. |
| Participants stressed the need for an integrated transport network including consideration of the freight network (air, rail, port and road links) and active/public transport. | The VPA will undertake an integrated transport assessment and a movement and place assessment to ensure that the GAEP is supported by adequate transport infrastructure (refer to theme 3 for further details). | Integrated transport network Refer to theme 3. |
| Participants generally supported the idea of multiple entry points being necessary to support the precinct. | The VPA will work with the Department of Transport and Planning (DTP) to identify the precinct entry points required to support development (refer to theme 3 for further details). | Accessibility Refer to theme 3. |

| All ideas | VPA response | Objectives and implementation |
|--|---|--|
| Participants generally supported the precinct connecting and providing synergies to other state significant infrastructure such as the Western Intermodal Freight Terminal (WIFT) and Bay West | The VPA will address strategies for connecting with other state significant infrastructure identified within the economic development strategy. | <p>Connecting to state infrastructure</p> <p>GAEP will plan for logical land use synergies and provide connections to existing state significant infrastructure.</p> <p><u>Elements within the place-based plan:</u></p> <p>The place-based plan includes new transport infrastructure that enables the GAEP to physically connect with state significant infrastructure in Geelong and Melbourne's western corridor.</p> |
| Participants identified that the natural features will be a key element, including biodiversity, open space, Ramsar site protection, and landscape elements such as the You Yangs. | The VPA agrees that the precinct needs to take advantage of existing natural features and provide for a network of open space (refer to themes 2 and 4 for further details). | <p>Natural features</p> <p>Refer to themes 2 and 4.</p> |
| Participants stated that the GAEP would need to provide a strong sense of destination and place. | The VPA will explore implementation of visual treatments along the boundary of and within the precinct, making GAEP an attractive place to work in (refer to theme 4 for further details). | <p>Destination and place</p> <p>Refer to theme 4.</p> |
| Participants stressed the importance of providing infrastructure such as power, sewage and water. | The VPA will undertake a utility servicing assessment and will work with the relevant servicing authorities to determine what servicing infrastructure is required for an aerotropolis to function. | <p>Infrastructure</p> <p>The GAEP will be serviced by essential infrastructure including power, sewage and water services.</p> |
| Participants identified environmentally sustainable design and circular economy opportunities. | The VPA will explore opportunities to incorporate outcomes that enable environmentally sensitive urban design and circular economy opportunities. | <p>The GAEP will support the logical inclusion of infrastructure that is required to support the functionality of the precinct.</p> <p><u>Elements within the place-based plan:</u></p> |
| Participants identified that the staging of development would be necessary. | The VPA will incorporate a staging plan into strategic planning for the GAEP. | <p>The place-based plan will be refined in the future to show what infrastructure is required for the GAEP to function. It will also be informed by a carefully considered staging plan that provides guidance on when development needs to be supported by necessary infrastructure.</p> |

Further investigation

- The VPA will commission an economic development strategy to further explore the role of the GAEP and the required enabling infrastructure in the context of the wider area of Geelong and Melbourne's western corridor.
- The VPA will refine the place-based plan once the updated Avalon Airport Masterplan is available.
- The VPA will identify and determine risk mitigation strategies for site constraints through additional technical work and stakeholder engagement.

3.2 Theme 2 - Land Use and Environment

| All ideas | VPA response | Objectives and implementation |
|--|---|--|
| <p>Participants generally supported the establishment of logical synergies and integration with the land uses between the GAEP and the Avalon Airport Masterplan areas, including consideration of future runway/s and the potential motorsports facility.</p> | <p>The VPA will continue to work with Avalon Airport Corporation to ensure logical synergies and connections between the GAEP and the Avalon Airport Masterplan area.</p> | <p>Integrating land uses with the airport</p> <p>The GAEP will be well integrated with Avalon Airport and ensure logical connections and synergies with the updated Avalon Airport Masterplan.</p> <p><u>Elements within the place-based plan:</u></p> <p>The place-based plan identifies a road network that connects to and through the airport to encourage integrating land uses between the GAEP and the Avalon Airport Masterplan areas (refer to theme 3 for further details.). The proposed industrial and visitor economy land uses enable the establishment of land uses that are complementary to the airport. When the updated airport masterplan is issued, the place-based plan will be refined to reflect connections and synergies between the two areas.</p> |
| <p>Participants generally supported flexibility for enabling diverse subdivision outcomes in the precinct that maximize the potential for a broad range of employment-based land uses including large lots for super users.</p> | <p>The VPA will undertake an in-house analysis to determine the best planning tools (planning scheme ordinance) that support flexible employment-based land use outcomes while also balancing a sub-precinct approach for the GAEP.</p> | <p>Planning controls</p> <p>The GAEP will provide effective planning controls that promote a diversity of lot sizes (including large lots for “super users”) and industries.</p> <p><u>Elements within the place-based plan:</u></p> <p>The place-based plan identifies key road connections only to provide flexibility in subdivision design.</p> |

| All ideas | VPA response | Objectives and implementation |
|---|--|---|
| <p>Some participants did not agree with the four sub-precincts proposed in the draft Economic and Scoping Assessment.</p> | <p>The updated Economic and Scoping Assessment will further consider the sub-precincts.</p> | <p>Location of land uses</p> |
| <p>Participants recognised the need to consider buffers between more intensive industries and residential areas, but some did not agree with the use of the Industrial 3 Zone to achieve this.</p> | <p>The VPA has identified residential interface areas with light industrial land uses and will continue to investigate what the appropriate land use and zoning approach is for these areas.</p> | <p>The GAEP will provide effective planning controls that promote a diversity of lot sizes (including large lots for “super users”) and industries, and the provision of lower-impact uses near residential areas and Ramsar wetlands.</p> |
| <p>Some participants thought lower intensity uses and larger lots should be located in the southern part of the precinct.</p> | <p>The VPA will explore the most appropriate land uses to interface with the Ramsar wetlands.</p> | <p><u>Elements within the place-based plan:</u></p> <p>The place-based plan provides for five categories for employment based land uses:</p> |
| <p>Some participants thought the eastern part of the precinct should be utilised for industry, freight and manufacturing, with a potential link to the future Bay West port. Others commented that low impact uses should be located here due to the presence of wetlands and the possibility of bird strike.</p> | <p>The VPA will undertake further technical work to apply more nuance to those land uses to ensure that appropriate land uses are applied due to existing airport and environmental factors.</p> | <ul style="list-style-type: none"> • Industrial • Light industrial • Visitor economy precinct • Innovation hub, where a higher density of employment and worker service hub uses will be provided in a main street setting • Worker service hubs |
| <p>Participants generally supported the inclusion of transport and activity gateways into the precinct. There were a range of gateway locations suggested:</p> | | |
| <ul style="list-style-type: none"> • Beach Road – agreement by all • Pousties Road – some agreement • Avalon Road interchange – some agreement; some also sought for the gateway to be on Avalon Road south of the interchange • Gillets Road – one suggestion | <p>The VPA will identify specific intersections and locations in the GAEP as precinct gateways.</p> | <p>Gateways</p> <p>The GAEP will emphasise the gateways into the precinct.</p> <p><u>Elements within the place-based plan:</u></p> <p>The place-based plan will be refined in the future to identify key gateways into the precinct where there are key road connections and arrival points.</p> |

| All ideas | VPA response | Objectives and implementation |
|--|--|--|
| <p>A range of views were expressed by participants regarding the potential visitor economy precinct, including:</p> <ul style="list-style-type: none"> • That the visitor economy role needs to be clearly defined • That the visitor economy uses should draw on the gateway location and leverage key entry points • That the visitor economy uses should be located close to where the airport locates their visitor economy uses • That the tourism events core will be located on airport land, and the potential visitor economy precinct should be complementary to, rather than compete with or duplicate, visitor economy uses on the airport land • That a mix of higher intensity and more active uses such as visitor economy, entertainment, and retail should be located in the precinct • That the precinct should provide for smaller lots that are varied in size and that larger lots may not be appropriate • That the precinct should create a sense of arrival as people come into the airport • That smaller light industrial units may not be compatible with providing a sense of arrival into the precinct • Queries as to whether the potential visitor economy precinct should be located in close proximity to the airport runway | <p>The VPA agrees there needs to be a clear definition and established boundary of the visitor economy precinct to guide development. As part of the work to update the economics assessment, the VPA will instruct SGS to consider the points raised. The flight path restrictions from the updated Airport Masterplan will also need to be considered.</p> | <p>Visitor economy precinct</p> <p>The GAEP will include a visitor economy precinct that is complementary to the airport.</p> <p><u>Elements within the place-based plan:</u></p> <p>The place-based plan identifies a potential visitor economy precinct. This will be further analysed once the updated Airport Masterplan is released to ascertain flight path restrictions and compatibility.</p> |

| All ideas | VPA response | Objectives and implementation |
|--|--|---|
| <p>Participants generally supported the inclusion of worker service hubs throughout the precinct to provide for uses such as food and drink premises, childcare centres, medical facilities and commercial uses. Participants noted that there would be a hierarchy of hubs, with some providing local services and others acting as destination hubs. There were diverse views about where these should be located, with the following suggested:</p> <p>Western PSP area:</p> <ul style="list-style-type: none"> • At the Avalon Road interchange • On Avalon Road south of the interchange • Where Gillets Road meets the Princes Highway • Near the top, middle and bottom of the land owned by MAB, generally equidistant from the eastern and western boundaries • On Dandos Road adjacent to the eastern boundary of the MAB land • On the southern boundary of the western precinct adjacent to the Ramsar wetland <p>North East PSP area:</p> <ul style="list-style-type: none"> • In the potential visitor economy precinct next to the Beach Road interchange • On Beach Road straddling the potential visitor economy precinct and the airport land • East of the Public Acquisition Overlay • At the Pousties Road/Beach Road interchange • At the Pousties Road/Princes Highway intersection where truck drivers stop at the BP Station • Near the eastern boundary adjacent to the meeting point of the proposed waterways <p>Outside the PSP area:</p> <ul style="list-style-type: none"> • Within the airport • Within Lara • Adjacent to a new station on the train line, if constructed | <p>The VPA will plan for worker service hubs that will provide for everyday amenities. The VPA will also investigate including childcare centres and other service-based land uses within worker service hubs.</p> | <p>Worker service hubs</p> <p>The GAEP will provide a well serviced and high amenity employment precinct that supports future users of the precinct by providing worker service hubs.</p> <p>Retail provided in the precinct will be limited to a complementary role and will not compromise existing hierarchies within the Greater Geelong area and other future hierarchies that will be established within the refreshed Avalon Airport Masterplan.</p> <p><u>Elements within the place-based plan:</u></p> <p>The place-based plan identifies five potential worker service hubs (including two within the innovation hub and the visitor economy precinct).</p> <p>The VPA will also ensure the sizing (hectare/sqm) of the worker service hubs reflects the technical advice.</p> |

| All ideas | VPA response | Objectives and implementation |
|--|--|--|
| <p>Some participants were concerned about the amount and location of retail and commercial floorspace that may be added to the precinct and recommended working with Avalon Airport Corporation to determine the appropriate retail and commercial hierarchies in the GAEP and airport masterplan area.</p> | <p>The VPA will procure further technical work to determine the appropriate amount of retail floor space required for the precinct within the context of the <i>City of Greater Geelong Retail Strategy 2020-2036</i>.</p> | <p><i>As per field above</i></p> |
| <p>Participants suggested several considerations for the location of conservation areas:</p> <ul style="list-style-type: none"> • Conservation area on MAB land where Golden Sun Moth areas cannot be avoided • Conservation areas located in areas where land uses cannot be located due to airport runways • Conservation area in north-eastern portion of precinct where there is an ecological vegetation class relating to a wetland | <p>The VPA agrees that conservation areas could be in areas where there is clear evidence of high value flora and fauna. The VPA will investigate areas that are difficult to develop due to airport operations, but this should also be balanced with the risks of airport operations impacting existing sensitive biodiversity.</p> | <p>Biodiversity and conservation</p> <p>The GAEP will protect areas of significant biodiversity value from development.</p> <p><u>Elements within the place-based plan:</u></p> |
| <p>Some participants did not support locating heavy industrial uses and other high impact land uses near conservation areas, including the existing Ramsar Wetlands at the southern part of the precinct and other areas with significant biodiversity value.</p> | <p>After confirming the locations of existing wetlands and determining appropriate conservation areas, the VPA will work with relevant stakeholder groups to determine an appropriate land use and corresponding planning zone to interface with those areas.</p> <p>The VPA will undertake further investigation into best practice for protecting Ramsar wetlands.</p> | <p>The place-based plan identifies potential conservation areas for protection based on existing desktop data.</p> <p>These will be further refined once additional data is available.</p> <p>The place-based plan includes linear open spaces along the eastern and southern boundaries where the precinct adjoins Ramsar wetlands.</p> |
| <p>Some participants raised concerns about the location of potential future conservation areas in relation to airport runways.</p> | <p>The VPA will work with Avalon Airport, DTP and the Department of Energy, Environment and Climate Action (DEECA) to ensure the appropriate controls are put in place to protect existing and future conservation areas from airport operations and development.</p> | <p>The land uses on the place-based plan will be further refined if some are determined to be incompatible with the adjacent Ramsar wetlands.</p> |

| All ideas | VPA response | Objectives and implementation |
|---|---|---|
| <p>Participants had a range of views on the potential locations for drainage assets:</p> <ul style="list-style-type: none"> • Some supported a wetland at the southern end of the western portion of the precinct, whereas others did not. • Some supported a wetland in the south-east corner of the northern portion of the site, whereas others did not. • Some suggested a wetland to the west of Gillets Road, in the south-east corner of the site owned by Livv Developments. • Some suggested that Melbourne Water’s draft Development Services Scheme (DSS) designs will need to be refined. | <p>The VPA acknowledges there is further technical work to be undertaken before the drainage assets can be finalised. The VPA will also work with the Corangamite Catchment Management Authority (CCMA) and Melbourne Water to determine the most appropriate locations for wetlands and other drainage assets within the precinct.</p> | <p>Drainage</p> <p>The GAEP will incorporate a drainage scheme that meets the requirements set by Melbourne Water and the CCMA and balances the ability to have a precinct that can be developed to its fullest potential.</p> |
| <p>Participants encouraged future drainage assets to minimise land take where possible.</p> | <p>The VPA is supportive of planning for drainage assets with minimal land take and will undertake drainage and flood modelling to determine the appropriate drainage response for the precinct in collaboration with Melbourne Water and the CCMA.</p> | <p>The GAEP will incorporate a drainage scheme that correlates with the Avalon Airport Master Drainage Scheme.</p> <p>The GAEP will incorporate a drainage scheme with assets that protects bird life and the operations of Avalon Airport.</p> |
| <p>Participants acknowledged that stormwater would drain to the south, potentially compromising the conservation value of Ramsar wetlands in the south.</p> | <p>The VPA is aware that innovative drainage outcomes are required to protect the integrity of existing Ramsar wetlands and will work with the drainage catchment authorities and the Avalon Corridor Strategy (ACS) Integrated Water Management (IWM) Working Group, and undertake an IWM assessment to identify those outcomes.</p> | <p><u>Elements within the place-based plan</u></p> <p>The place-based plan includes a draft drainage scheme in to assist in the development of flood and drainage modelling. The VPA will need to undertake further technical work to validate the scheme, and find opportunities for efficiencies within the scheme.</p> |
| <p>Participants raised concerns relating to the impact of bird strike on airport operations.</p> | <p>The VPA notes standard practice for planning drainage assets may attract bird species, increasing the risk of bird strike impacting operations of Avalon Airport. The VPA will work with the drainage catchment authorities and the ACS IWM Working Group to adopt appropriate risk mitigation measures.</p> | <p>While not currently shown in the place-based plan, the VPA will adopt the recommended outcomes of Integrated Water Management (IWM) studies being undertaken on a corridor and precinct scale to ensure that the drainage outcomes protect the conservation value of the Ramsar wetlands.</p> |
| <p>Participants identified that drainage infrastructure in the PSP will need to connect to Avalon Airport drainage infrastructure.</p> | <p>The VPA will work with Avalon Airport Corporation and the drainage catchment authorities to ensure logical connections and synergies are implemented in the GAEP Drainage Scheme and Avalon Airport Drainage Scheme.</p> | |

| All ideas | VPA response | Objectives and implementation |
|--|--|--|
| <p>Participants raised several other considerations for the drainage design, including:</p> <ul style="list-style-type: none"> • Avalon Airport identified four exit points for drainage from their site in the north-west south-east, and south-west corners, and the Beach Road/Pousties Road intersection. • Impacts on agricultural land to the east. • Physical flows in the north-east portion of the precinct may need to be captured in wetlands and then pumped out. • Flood modelling is required to identify pre-development flows for the Ramsar wetlands. • Stormwater capture and re-use. • Increased runoff on acid sulphate soils could result in increased pollution. • When Little River breaks its banks, the additional flow will reach the precinct. • Potential for secondary systems to aid discharge. • Potential for water to be pumped into Hoddles Creek. • There will be a lot of particulate matter/pollution coming from industries and associated activity. | <p>The VPA acknowledges there is further technical work to be undertaken prior to a DSS being confirmed for the precinct. The VPA will also work with the CCMA and Melbourne Water to determine the most appropriate locations for wetlands and other drainage assets within the precinct.</p> | <p><i>As per field above</i></p> |
| <p>Participants suggested that public open space is co-located with the following features:</p> <ul style="list-style-type: none"> • Conservation areas • Wetlands and waterways • Worker service hubs • Gas and oil pipeline easements • Green corridors | <p>The VPA is supportive of co-locating open space in areas with high amenity and to assist in providing separation between land uses.</p> | <p>Open space</p> <p>The GAEP will provide a network of open spaces to provide amenity for precinct users.</p> <p><u>Elements within the place-based plan:</u></p> <p>The place-based plan includes the following open space features:</p> <ul style="list-style-type: none"> • Local parks that are co-located with worker service hubs, conservation areas, wetlands, waterways linear parks and moderate and high retention value trees. • A larger local park north of the innovation hub that could potentially be used for active recreation. • Linear parks along the eastern and western boundaries. • A linear park along the pipeline easement (reflecting the encumbered status of this land). |

| All ideas | VPA response | Objectives and implementation |
|--|--|--|
| <p>Participants recognised the need to plan for the gas and oil pipelines, with buffers for sensitive uses and limitations on tree planting. The presence of contaminated land associated with a pipeline spill was noted at one location in the north-eastern part of the precinct.</p> | <p>The VPA will conduct a gas and oil safety management study to understand how to effectively plan for areas within their sensitive use buffer zones. The VPA will ensure the planning scheme ordinance appropriately reflects risks of contamination, and which requirements permit applications must meet for development to occur.</p> | <p>Oil and gas pipelines</p> <p>The GAEP will provide for appropriate uses along and adjacent to the pipeline easement.</p> <p><u>Elements within the place-based plan:</u></p> <p>The place-based plan provides for the pipeline easement to be set aside as encumbered open space. The plan will be refined once the safety management study has been prepared.</p> |
| <p>Participants suggested that some interfaces may require specific treatments:</p> <ul style="list-style-type: none"> • Ramsar wetland may require buffers • Interface with Lara and transport interactions to be investigated • Interface with Western Treatment Plant may require a vegetated buffer to be provided as light pollution and heavy development will impact birds that live in the agricultural land to the east. | <p>The VPA will plan for appropriate interfaces where required including residential areas, areas with significant biodiversity value, the Ramsar wetlands and the Western Treatment Plant (refer to theme 4 for further details).</p> | <p>Interfaces</p> <p>Refer to theme 4.</p> |

Further investigation

- Refine the place-based plan once the updated Avalon Airport Masterplan is available.
- Investigate the most appropriate planning controls that deliver a balance between providing flexibility in employment land uses while delivering a sub-precinct approach for the GAEP.
- Refine the draft sub-precinct approach that was explored at the workshop.
- Identify key gateways into the precinct where there are important road connections and arrival points.
- Determine the location of all native flora and fauna that needs to be protected under federal and state legislation.
- Investigate measures to mitigate risk of bird strike.
- Determine the viability of land uses including hotels, required to support a visitor economy precinct.
- Identify appropriate floor spaces for retail uses.
- Investigate the viability of including childcare centres in the precinct.
- Investigate opportunities for innovative drainage solutions for the precinct through the Avalon Corridor IWM strategy and the GAEP IWM strategy.
- Undertake a safety management study for the gas and oil pipelines.

3.3 Theme 3 - Transport Network

| All ideas | VPA response | Objectives and implementation |
|---|---|---|
| Participants highlighted the need for the road network to prioritise freight movements, apply the Principal Freight Network classification to key roads, and create separation for heavy haulage. | The VPA will undertake transport modelling and an Integrated Transport Assessment (including a Movement and Place Assessment) to ensure the road network is appropriate for freight movements. | <p>Road network</p> <p>The GAEP will provide a well-planned integrated transport network that is defined by the following features:</p> <ul style="list-style-type: none"> • A road network that efficiently connects all areas of the precinct and is designed to support a range of transport modes. • A road network that includes logical transport connections into Avalon Airport. • A network that utilises existing roads as arterial/connector roads, where possible. • A resilient transport network that accommodates for all uses within the precinct, including its function as an events precinct. • Appropriate locations for carparking. • Responds to the Precinct Structure Planning Guidelines: New Communities in Victoria by delivering an arterial road network that provides a 1.6km road grid with safe and efficient connections, adjusted where necessary to reflect local context. (T5). <p>The GAEP road network aims to ensure measures for freeway access and egress are proportional for supporting additional traffic movements in a safe and efficient manner.</p> <p><u>Elements in the place-based plan:</u></p> <p>The place-based plan includes the following features:</p> <ul style="list-style-type: none"> • A network of arterial roads and connector roads which include • An arterial road network that directs traffic through the site and away from Avalon Road |
| Some participants suggested a preference for separating different road users (i.e. employee, freight, airport). | The VPA will undertake transport modelling and an Integrated Transport Assessment and work with DTP to ensure that the different road users are catered for. | |
| Participants identified a range of key intersections including: <ul style="list-style-type: none"> • Beach Road interchange • Avalon Road interchange • Pousties Road and Princes Highway • Gillets Road and Princes Highway • North-eastern corner of precinct and Princes Highway • Beach Road and Pousties Road • Beach Road and the Public Acquisition Overlay • Avalon Road and a new east-west road • Avalon Road and Dandos Road • Dandos Road and Pousties Road | The VPA will undertake transport modelling and an Integrated Transport Assessment and work with DTP to ensure that the proposed key intersections and intersection treatments are appropriate for the precinct. | |
| Some participants supported an additional interchange being provided to the Princes Freeway, specifically at Pousties Road. It is noted however, that other participants believed that additional freeway interchanges may not be supported by DTP. | The VPA will investigate any freeway interchange upgrade requirements through transport modelling and engagement with DTP. | |
| Participants expressed the need for existing freeway interchanges to be upgraded to adjust for increased use and capacity. | The VPA will investigate any freeway interchange upgrade requirements through transport modelling and engagement with DTP. | |

| All ideas | VPA response | Objectives and implementation |
|---|---|---|
| Some participants expressed that the road network should be designed to encourage trucks to divert from Avalon Road into the precinct instead to protect residential amenity. | This idea will be further considered in the transport modelling and the Integrated Transport Assessment. The proposed road layout seeks to locate the western arterial road within the precinct rather than using Avalon Road. | |
| Many participants highlighted the importance of providing a connection between the two portions of the precinct, specifically going through the airport land. The location of the existing and future runways and the potential motorsports facility were noted as constraints to permeability. | The VPA supports the idea of connecting roads to and through the Airport land, which have been indicatively shown on the draft place-based plan. The VPA will work Avalon Airport Corporation and DTP to explore this in more detail. | |
| Some participants identified a potential link across Hovells Creek to link the precinct to Geelong. | The VPA will discuss this option with DTP and COGG, noting that it would require the construction of a bridge. | |
| Some participants suggested that a road along the Gillets Road alignment is unlikely to be practical due to restrictions such as vegetation, drainage lines, and aviation impacts. | The Gillets Road reserve will be further investigated to determine whether it is suitable for use in the road network. | <i>Continued from field above</i> |
| Participants highlighted the existing congestion during the Avalon Airshow, and the potential for this to disrupt the use of the precinct. Some participants suggesting dividing the precinct during events, while others suggested this does not need to be planned at this stage. | The potential for congestion during events is noted. Alternative access and egress options will be investigated. | <ul style="list-style-type: none"> • An arterial road connection that connects both the western and eastern components of the precinct via an arterial road network that runs through Avalon Airport. • While the road network in the plan does not provide for any additional freeway interchanges, the VPA will investigate if any existing intersections require upgrading if recommended as necessary by the relevant technical work. |
| Participants noted the need to cater for traffic movements to and from Point Wilson. | The VPA acknowledges that Point Wilson is an existing defence site and transport connections to that site will need to be socialised with the Commonwealth Department of Defence. | <ul style="list-style-type: none"> • Potential connections into the Avalon Airport site. |
| Participants expressed varied ideas about the road design requirements for the precinct. It was noted that all roads will require upgrades, and that dual carriageways will be needed for major precinct roads. Wider roads were suggested to enable the range of users. | The VPA will undertake an Integrated Transport Assessment (including a Movement and Place Assessment) to inform the road design requirements. | |
| Participants expressed the importance of providing connections into wetland and conservation areas, particularly in the south of the precinct. | The VPA supports providing connections to usable green spaces. | |
| Participants expressed the need for the precinct to reserve sufficient space for car parking, including the increased use of electric vehicles (EVs) into the future, which will require charging stations and sub-stations. | On-site car parking for industrial uses can be handled through existing particular provisions. Parking and charging options for EVs (such as at worker service hubs) will be explored. | |

| All ideas | VPA response | Objectives and implementation |
|--|--|--|
| <p>Participants generally supported the provision of a bus network to service the precinct for future precinct users, with some noting that this should connect to Lara Station and Geelong. Participants expressed differing ideas about how the bus network should be arranged. Some participants thought that buses should be oriented toward 'hubs', whereas others proposed an internalised network to maximise the catchment.</p> | <p>The VPA supports the provision of a bus network that will support future precinct users.</p> | |
| <p>Participants expressed the need for public transport hubs within the precinct, with the following locations suggested:</p> <ul style="list-style-type: none"> • In the potential visitor economy precinct, potentially near the Beach Road interchange or as a new stop along the alignment of the Public Acquisition Overlay • In a potential worker service hub within the MAB land • At Avalon Road • At the Pousties Road/Princes Highway gateway • Where the Public Acquisition Overlay meets the existing rail line • Within the airport land | <p>The VPA will discuss the inclusion of public transport hubs near the precinct gateways with DTP.</p> | <p>Public and active transport network</p> <p>The GAEP will provide opportunities for a public transport network that offers a viable alternative to private vehicle transport.</p> <p>The GAEP will provide a public transport network that connects a significant proportion of the precinct with other public transport hubs in Geelong and Lara station.</p> <p>The GAEP will provide a transport network that encourages future users to take advantage of active transport methods.</p> <p><u>Elements in the place-based plan:</u></p> |
| <p>Participants expressed differing views on how best to connect the precinct to the Melbourne-Geelong train line. Some participants emphasised the importance of a strong connection to Lara Station, and others wanted to plan for a new Airport Station and connection to this.</p> | <p>The VPA sees a bus connection from Lara Station as important to provide future users access to the precinct. There is no state government proposal for a new station.</p> | <p>The VPA has included bus capable arterial and connector roads within the draft place-based plan. This network will be validated with The Department of Transport and Planning (DTP) and City of Greater Geelong (COGG.)</p> |
| <p>Some participants suggested a Public Acquisition Overlay could be applied for a new train line along the gas and oil pipelines connecting to Corio or Geelong, but noted this would be very expensive.</p> | <p>There is no state government proposal for a new train line in this location.</p> | <p>While not specifically shown in the plan, standard cross sections for arterial roads and connector roads are designed to be accommodating towards active transport modes including walking and cycling.</p> |
| <p>Some participants identified a potential ferry connection to the precinct over the bay into Geelong.</p> | <p>There is no state government proposal for a ferry service.</p> | |
| <p>Participants generally supported the need for an active transport network into and around the precinct. Many participants saw the value in utilising the pipeline easements for an active transport connection. Several emphasised the need to provide for safe pedestrian movements that are separated from truck movements.</p> | <p>The VPA supports the provision of an active transport network to all employment land in the precinct. The use of the pipeline easement will be considered.</p> | |

Further investigation

- Undertake transport modelling and an Integrated Transport Assessment (including a Movement and Place Assessment).
- Investigate the capacity of the freeway interchanges and identify any upgrades that are necessary.
- Investigate the viability of using the Gillets Road reserve to determine whether it is suitable for use in the road network.
- Investigate parking and charging options for electric vehicles in worker service hubs.
- Investigate the public transport needs for the precinct, including infrastructure requirements.

3.4 Theme 4 - Public Realm

| All ideas | VPA response | Objectives and implementation |
|---|---|--|
| <p>Participants generally supported the PSP providing for distinctive gateways to both sections of the precinct that provide for stronger activation, placemaking, a sense of arrival, and identification. Gateway treatments were suggested in the following locations:</p> <ul style="list-style-type: none"> • Beach Road interchange • Avalon Road interchange • Avalon Road south of the interchange • Avalon Road/Dandos Road intersection • Eastern side of airport (near where the gas and oil pipelines cross Gillets Road) | <p>The VPA is supportive of providing gateway treatments at the entrance to the precinct, to provide the precinct with a sense of destination and place.</p> | <p>Gateway treatments</p> <p>The GAEP will ensure that precinct gateways are supported by specific land use arrangements and design treatments that provide high visual amenity outcomes.</p> <p><u>Elements of the place-based plan:</u></p> <p>The place-based plan will be refined in the future to identify key gateways into the precinct where there are key road connections and arrival points.</p> |
| <p>Participants identified a range of key viewlines as follows:</p> <ul style="list-style-type: none"> • The You Yangs • Port Phillip and Corio Bay • Princes Highway • Along waterways • Around the airport so people can watch planes (like at Bulla) • Integration of the airport and the north-eastern portion of the precinct | <p>The importance of view lines to the You Yangs and Port Phillip and Corio Bay were identified in the Avalon Corridor Strategy. The VPA will seek to incorporate these views into the PSP where possible, with the Landscape and Visual Impact Assessment investigating these and other viewlines further.</p> | <p>Viewlines</p> <p>The GAEP will provide appropriate design responses for key viewlines.</p> <p><u>Elements of the place-based plan:</u></p> <p>Key viewlines will be incorporated into the place-based plan once the Landscape and Visual Assessment has been prepared.</p> |

| All ideas | VPA response | Objectives and implementation |
|--|---|---|
| <p>Participants identified a range of interfaces for consideration:</p> <ul style="list-style-type: none"> • To the airport • To the Western Treatment Plant • To the Princes Highway and the sensitive uses beyond this • To Avalon Road and the residential uses beyond this • To the Ramsar wetland • To the potential motorsports complex, including addressing this causing a potential disconnection, and noise impacts • Between the airport and the quarry and EIIA land to the south-east • Between different land uses within the precinct | <p>The appropriate treatment of interfaces is a key consideration for the GAEP. VPA will further investigate the treatments needed for each, noting that there are a range of differing issues that need to be addressed.</p> | <p>Interfaces</p> <p>The GAEP will provide appropriate interface treatments to adjacent uses.</p> <p><u>Elements of the place-based plan:</u></p> <p>The place-based plan includes potential light industrial areas adjacent to sensitive uses.</p> <p>The place-based plan includes linear open spaces along the eastern and southern boundaries that adjoin the Ramsar wetlands.</p> |
| <p>Some participants raised the importance of providing increased setback and landscape treatments between residential and industrial uses.</p> | <p>The VPA will seek to provide for improved interfaces to residential areas, particularly along Avalon Road.</p> | <p>Additional interface treatments will be added as further investigations progress.</p> |
| <p>Some participants suggested that the interface with the Princes Highway required high-quality buildings with clear built form restrictions.</p> | <p>The VPA will undertake a Landscape and Visual Impact Assessment to assist with determining the interface requirements to the freeway.</p> | |
| <p>Participants highlighted the need for landscaping treatments, particularly along the highway and interfaces to residential areas. It was noted that landscaping should avoid attracting additional birds to avoid the risk of wildlife strikes to planes.</p> | <p>The VPA agrees with the need to have landscaping treatments, particularly at sensitive interfaces, as well as landscaping guidelines that mitigate wildlife strike impacts.</p> | |
| <p>Some participants wanted a buffer zone or linear park provided adjacent to the airport for recreation and wetlands.</p> | <p>The VPA agrees that buffer zones may need to be established adjacent to the airport in some locations.</p> | <p>Airport interfaces</p> <p>The GAEP will seek an appropriate provision of land to protect conservation areas, wetlands; and parks in the context of ensuring no disruptions to the operations of Avalon Airport in accordance with the National Airports Safeguarding Framework.</p> |
| <p>Participants noted that there will be design requirements based off the National Airports Safeguarding Framework, and potentially additional aviation-related controls.</p> | <p>Any future development in the precinct will need to align with the National Airports Safeguarding Framework.</p> | <p><u>Elements in the place-based plan:</u></p> <p>While not currently shown, the VPA will determine the best way to show an appropriate balance of conservations areas, wetlands, and parks in the context of Airport operations.</p> |

| All ideas | VPA response | Objectives and implementation |
|---|--|---|
| <p>Some participants proposed that design guidelines should be used to ensure a high visual amenity standard, which could include distinct building typologies, setbacks, landscaping, and articulation.</p> | <p>The VPA will consider the benefits of incorporating design guidelines into the PSP going forward.</p> | <p>Built form</p> <p>The GAEP will ensure that development is of a high visual standard and contributes to the overall amenity of the precinct.</p> <p><u>Elements in the place-based plan:</u></p> <p>While not currently shown, the VPA will determine the best way for these measures to be represented in a place-based plan where appropriate.</p> |
| <p>Participants raised the importance of collaborating with the Wadawurrung Traditional Owners Aboriginal Corporation throughout the project to help inform landscape considerations.</p> | <p>The Wadawurrung Traditional Owners Aboriginal Corporation will undertake a Cultural Values Assessment, which will inform the landscape values to be protected within the precinct.</p> | <p>Cultural heritage</p> <p>Planning for the GAEP will be informed by close collaboration with the Wadawurrung Traditional Owners Aboriginal Cooperation to ensure the precinct acknowledges existing tangible and intangible aboriginal cultural heritage values.</p> <p><u>Elements in the place-based plan:</u></p> <p>While not currently shown, the VPA will determine the best way for these measures to be represented in a place-based plan.</p> |
| <p>Participants highlighted the benefits of leveraging off drainage infrastructure for parks, conservation areas, and active transport, as well as providing recreational links.</p> | <p>The VPA supports locating parks and active transport links around drainage infrastructure. The draft place-based plan shows this.</p> | |
| <p>Some participants raised the opportunity of providing urban greening measures through the project, including shade and permeability targets, as well as considering other measures for cooling and greening.</p> | <p>The VPA are supportive of these measures, especially in the context of using these measures to mitigate the effects of climate change. VPA will undertake further investigation of these measures and determine how to best implement them.</p> | <p>Parks, conservation areas and urban greening</p> <p>The GAEP will provide parks and conservation areas with an emphasis on high-quality public amenity and connections.</p> |
| <p>Some participants noted the need to retain significant old trees.</p> | <p>The Arboricultural Assessment identifies the moderate and high retention value trees on the site, and the proposed open space locations have been selected to facilitate retention of some of these. Further work will be undertaken to identify further opportunities to retain these trees in additional open spaces and road reserves.</p> | <p>The GAEP will retain the significant trees in the precinct.</p> <p><u>Elements of the place-based plan</u></p> <p>The place-based plan includes locations for parks, conservation areas and other urban greening, (refer to theme 2 for locations of these). The locations and sizing of these areas will be refined after further technical work has taken place.</p> |
| <p>Some participants sought to ensure that conservation areas could be utilised for walking tracks but were also sufficiently protected.</p> | <p>The land protection measures of conservation areas will be determined through the process, noting the benefits of public access.</p> | |

| All ideas | VPA response | Objectives and implementation |
|---|---|-------------------------------|
| Participants wanted parks located close to worker and community hubs. | The VPA supports co-locating parks with worker service hubs., and the draft place-based plan has been designed using this principle. | |
| Some participants identified that the use of open spaces in employment areas differs as they cater for workers and visitors, with small pocket parks for workers to take breaks in, and a network of linear open spaces would be beneficial for workers who go for runs and walks at lunchtime. | The VPA agrees that the provision of a network of open spaces for passive recreation and a network of linear open spaces for walking, running and cycling would be appropriate for this employment area. The VPA will continue to work with COGG to identify the appropriate location, sizes and uses of the open spaces. | <i>As per field above</i> |
| Some participants suggested sporting facilities could be located near the proposed motorsports complex or near the gateways. | While formal active open space is not required in employment areas, the VPA will investigate the appropriateness and feasibility of including sporting facilities (such as the soccer pitch provided at Brindabella Business Park next to Canberra Airport). | |

Further investigation

- Undertake a Landscape and Visual Assessment for the precinct.
- Identify appropriate design measures for key gateways into the precinct once these have been identified.
- Identify key viewlines and incorporate these into the place-based plan.
- Further investigate interface treatments.
- Further investigate the appropriate planning responses for land uses, wetlands, waterways, conversation areas and open space in the context of airport operations.
- Investigate design guidelines for the precinct.
- Continue to work with the Wadawurrung Traditional Owners Aboriginal Corporation and support them to undertake a Cultural Values Assessment.
- Investigate how to best implement measures for urban greening in the precinct, which improves amenity and mitigates the risks of climate change.
- Further investigate opportunities to retain the high and moderate retention value trees.
- Identify a network of open spaces and linkages for walking, running and cycling tracks.
- Investigate potentially including active open space facilities.

4 Next Steps

The VPA will circulate this report to all stakeholders to provide additional opportunity for feedback. The VPA will also meet with stakeholders to resolve outstanding issues.

These discussions will inform future stages of the precinct structure plan (PSP) development and be incorporated into the next stage known as Agency Validation. This is before the Exhibition stage.

The co-design workshop is the first instance where a plan depicts potential land uses and features of the PSP together.

The plan will evolve with additional feedback from stakeholders as issues are further investigated.

APPENDICES

Appendix 1

Workshop Table Findings (Activity Outputs)

Appendix 2

Draft Place-Based Plan

Appendix 3

Activity Overlay Plans

Appendix 4

Activity Sheets

Appendix 1 Workshop Table Findings (Activity Outputs)

Activity 1 Key Elements of a Successful Aerotropolis

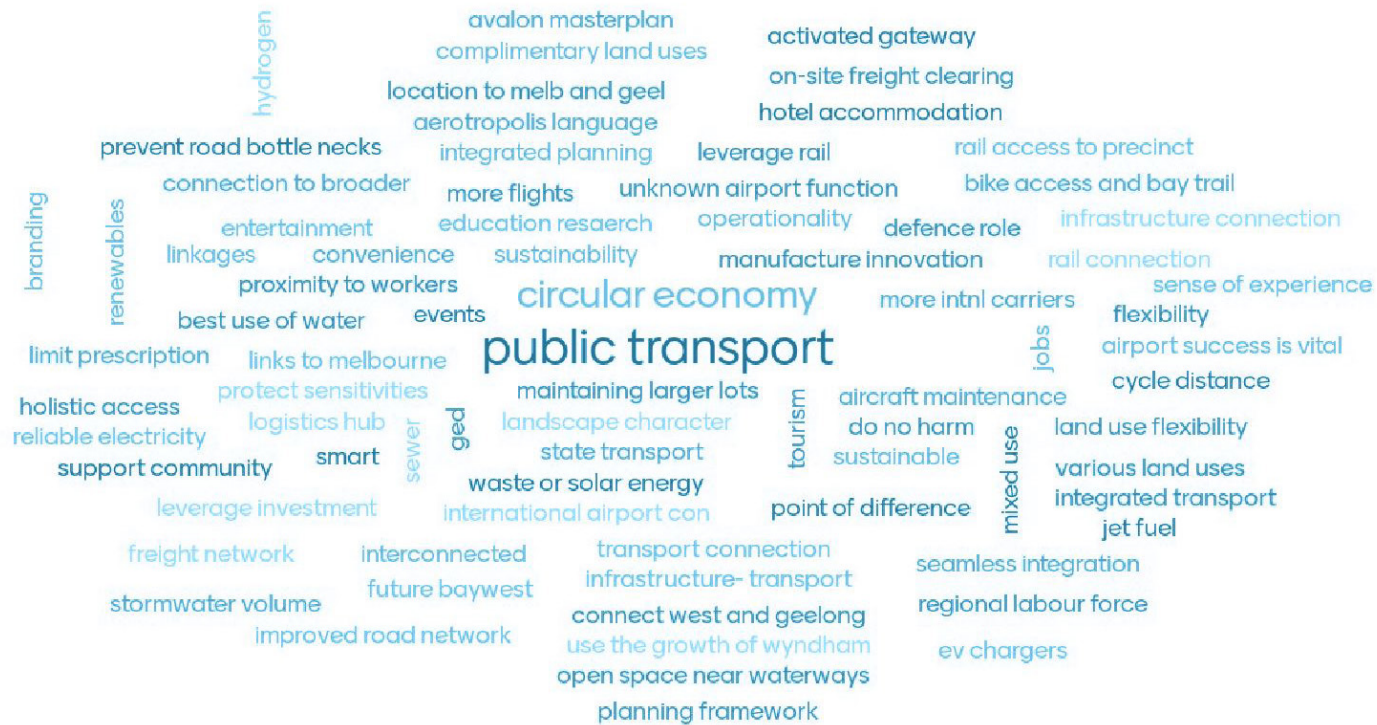
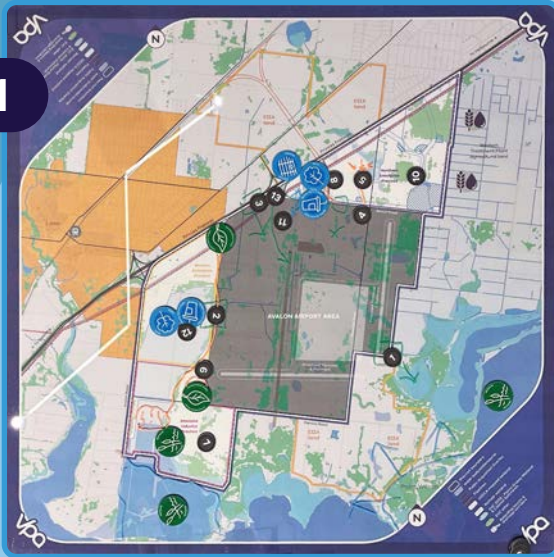


Table 1



Activity 2
Land Use & Environment



Activity 3
Transport Network



Activity 4
Public Realm & Open Space

Table 2

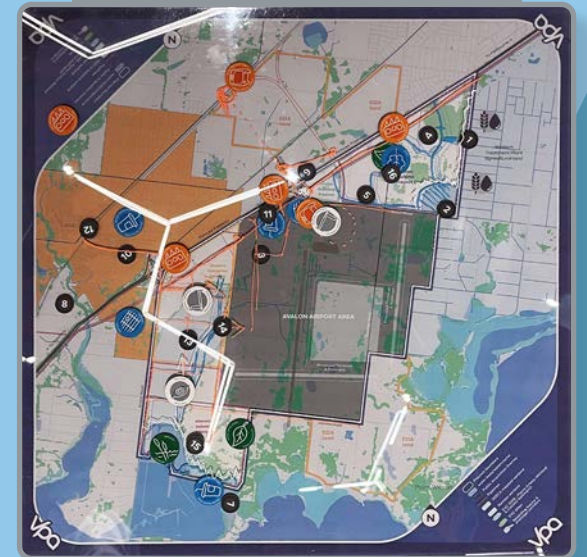


Table 3



Activity 2
Land Use & Environment



Activity 3
Transport Network



Activity 4
Public Realm & Open Space

Table 4



Table 5



Activity 2
Land Use & Environment



Activity 3
Transport Network



Activity 4
Public Realm & Open Space

Table 6



Table 7



Activity 2
Land Use & Environment

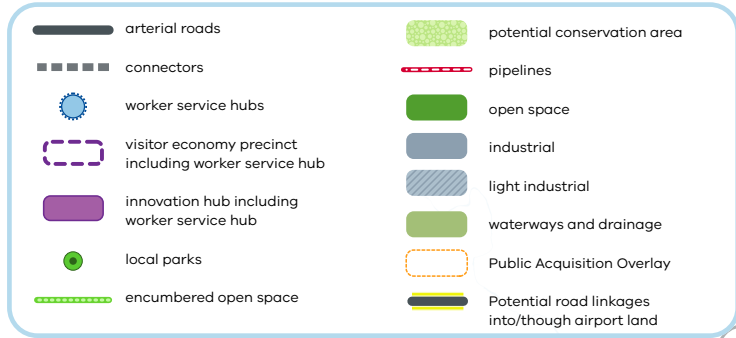


Activity 3
Transport Network



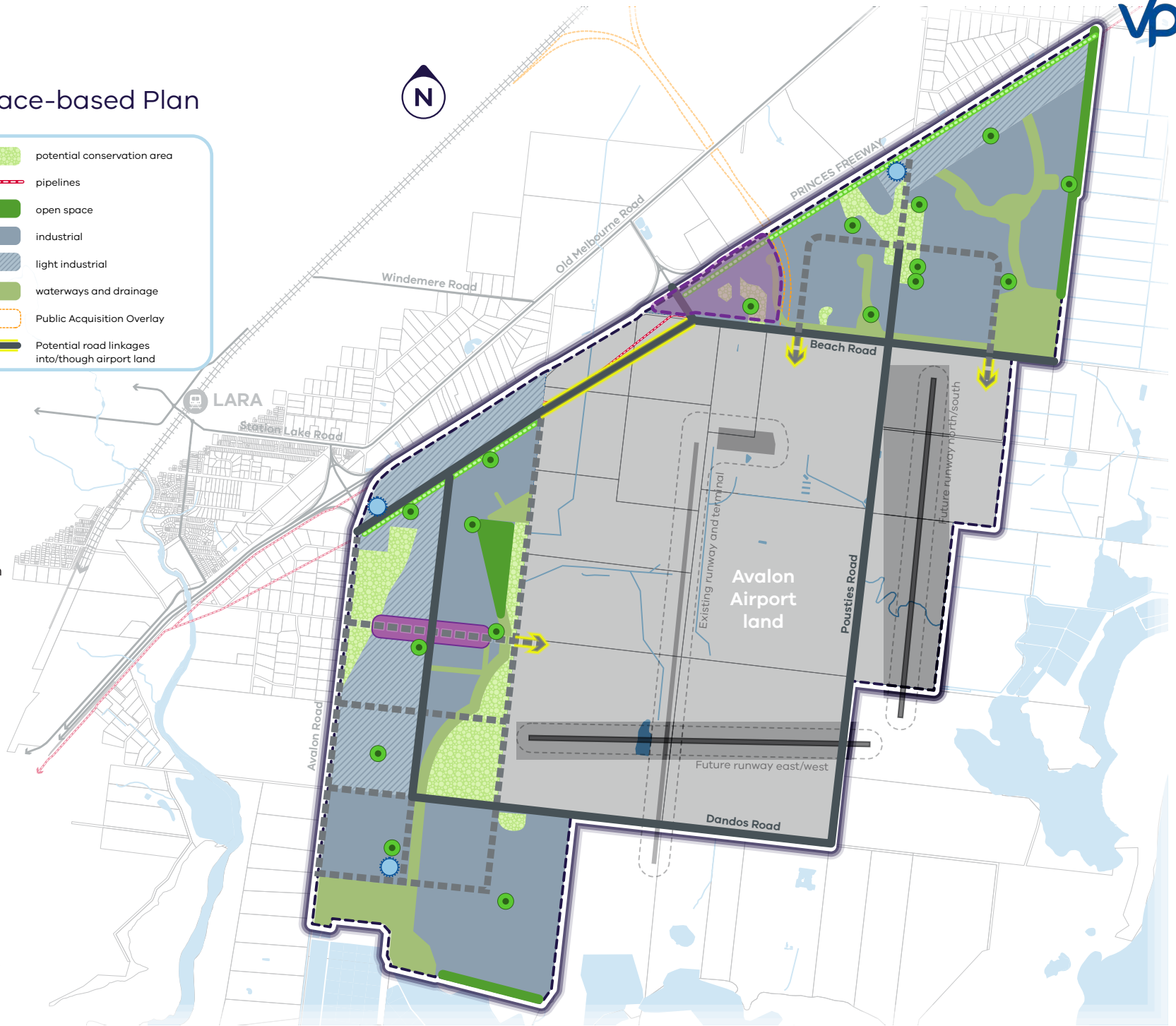
Activity 4
Public Realm & Open Space

Appendix 2 Draft Place-based Plan

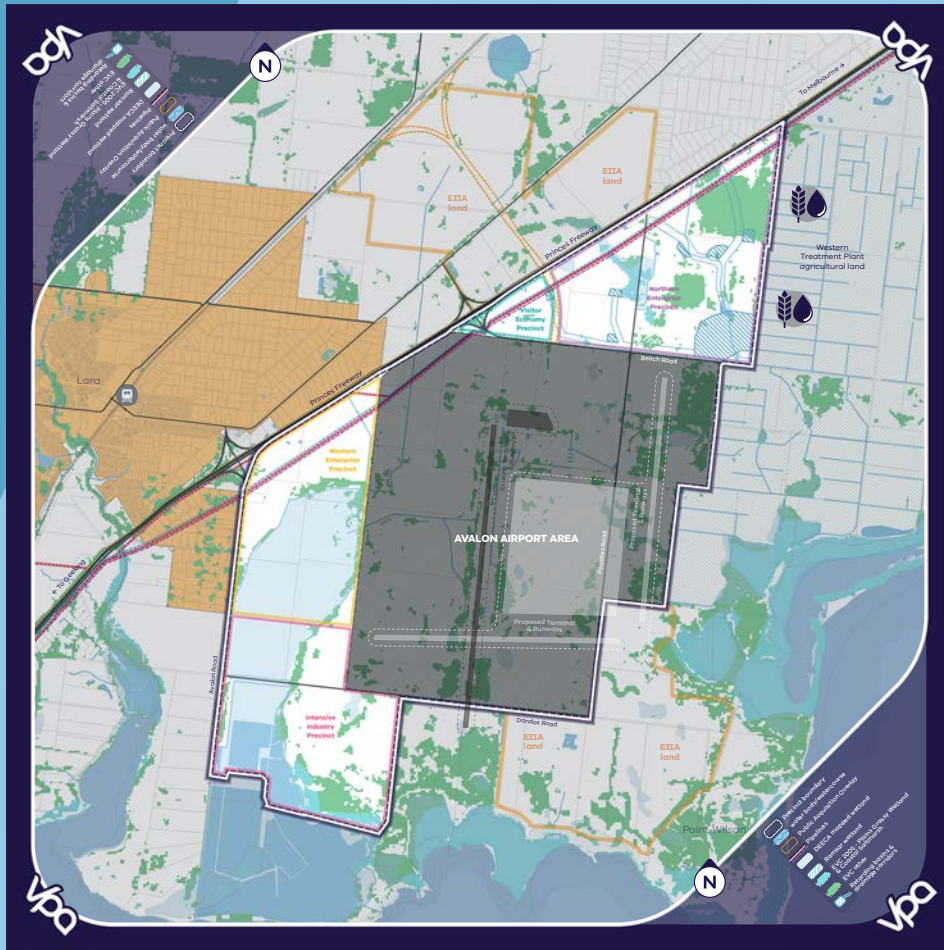


NOTES:

- Road alignments are approximate and will be subject to refinement (e.g. alignments across pipelines).
- Potential road linkages into and through airport land will be subject to further discussion with Avalon Airport and alignment with draft airport masterplan.
- Potential conservation areas are based on desktop data and will be subject to further refinement once targeted survey results are complete and Victorian Grassland Earless Dragon habitat data is available.
- Open space area locations are depicted but dimensions are indicative.
- Visitor economy precinct will be further assessed and may be subject to further change following issue of Avalon Airport Masterplan.
- Drainage asset locations and sizes are approximate and will be subject to refinement.




Appendix 3 Activity Overlay Plans



Appendix 34 Activity Sheets

Activity 1

A successful Avalon Aerotropolis




Questions/Discussion prompts

Questions:
 What components are needed to make Avalon a successful aerotropolis?
 Consider the **airport**, the **PSP area**, and the **wider area**. Consider **physical elements** (e.g. land uses, transport and servicing infrastructure) and **non-physical elements** (e.g. governance, types of flights using airport) – 20 min activity.
Where will these components be located or relate to – airport, PSP area, the wider area? Add stickers/coloured dots to each – **8 min activity**.
 Table scribe to add up to 10 key **components** into Mentimeter – **2 minute activity**.

Activity 2

Land Use Framework



Questions/Discussion prompts

Primary

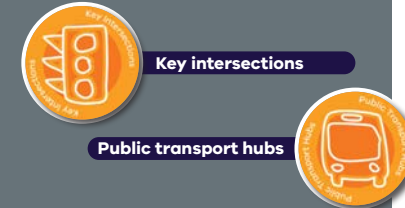
- Where are the potential **drainage asset** locations?
- Where are the potential **conservation areas**?
- Where should the different types of **industrial land uses** be located: light industrial, industrial and heavier industrial?
- What should the **sub-precincts** be, and what uses should be within them?
- What **lot sizes** need to be provided for?
 - Where should larger/smaller lots be located?
 - Where should “super users” requiring large lots be located?
- What **worker service hubs** (e.g. local convenience centres) does GAEP need?
 - How many hubs are needed?
 - Where should they be located?
 - What role should these play? Which land uses? What uses would local workers want?
- Where is the **gateway** or **gateways** into the precinct? What uses should be located here?
- Where should the **local parks** be located? Should these be connected to the worker service hubs?
- Which **land uses** should be located within buffer areas?

Secondary

- Which **land uses** should be located **closest to the airport** so that they can leverage from proximity to it?
- Are there any **other land uses** should the precinct have, and where should they be located?
- How can the precinct best **integrate with the airport**?
- How can **circular economy uses** be encouraged?

Activity 3

Transport Network



Questions/Discussion prompts

Primary

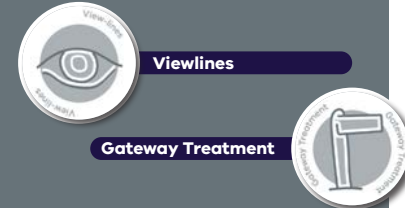
- What will the **key road connections** be (mark existing roads and suggestion potential new connections)?
- What are the **key intersections** (existing and potential new ones)?
- Who** is going to use each **intersection/road** (freight, workers, passengers, event attendees)?
- How** will the precinct **connect to the airport**?
- What **public transport connections** would you like to see?
- What **active transport networks** would you like to see (cycling, walking)?

Secondary

- Are the **existing connections** to the freeway and Lara adequate?
- Should **passenger and freight traffic** share the same roads or be separated?
- Thinking about **road placement**, can roads be used to address bushfire risk?
- What are the road network requirements for **freight movements**?
- How will the precinct function in “**event mode**” (e.g. when the airshow is on)?

Activity 4

Public realm/interfaces



Questions/Discussion prompts

Primary

- Parks:**
 - How will people use the **local parks**? What should the parks **provide for**?
 - Where would workers go for a lunch-time **run or walk**?
- Interface treatments:**
 - Arrival experience / gateway treatments** – **Where should these be?** What should these look like?
 - How should the interface with the following elements be managed in terms of **setbacks**, building typology, landscaping?
 - Princes Hwy
 - Avalon Rd
 - Western Treatment Plant
 - Ramsar wetlands
 - Conservation areas
 - Parks
- Public realm:**
 - How can we integrate **key viewlines** into the design of the precinct, e.g. to the **You Yangs** and the **coast**?

Secondary

- Should “**shadeways**” be included? Where should they be located?
- Should high-amenity **trails** (e.g. loop tracks for exercising) should be provided? Where should they be located?
- How can we integrate **Cultural Heritage** values into the public realm/precinct?

Greater Avalon Employment Precinct

PRECINCT STRUCTURE PLAN

Co-Design Summary Document DEC 2023

