

PSP2.0

Greater Avalon

EMPLOYMENT PRECINCT

Vision & Purpose Workshop Summary

JUNE 2023

VICTORIA
State
Government

vpa
Victorian Planning Authority

1 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 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 are 11 RAPs with decision-making responsibilities for approximately 74 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 also involves a range of different stakeholders including State Government agencies, local government, developers, landowners and community groups.

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Contents

1	Acknowledgement of Traditional Custodians	2
2	Introduction	4
	What is the Vision and Purpose Workshop?	4
	Purpose of this Document	4
	Who attended the Vision and Purpose Workshop?	5
	How Participants Were Involved	5
3	Context Plan	6
4	Emerging Vision	7
5	Emerging Themes	8
	Emerging Theme 1 - Employment and Land Use	9
	Emerging Theme 2 - Transport	12
	Emerging Theme 3 - Heritage, Water and Environment	15
	Emerging Theme 4 - Design and Innovation	19
6	Next Steps	22
	Co-Design Workshop	22
	Technical Reports Update	22
7	Appendices	23
	Vision and Purpose Workshop Mural board	23
	Mentimeter Results	24
	20 Minute Neighbourhood model	31
	Figures	
	Figure 1: Vision and Purpose Process	4
	Figure 2: PSP Guidelines and 20 Minute Neighbourhood	8
	Figure 3: GAEP Co-design Process Overview and Anticipated Timeframes	22

2 Introduction

What is the Vision and Purpose Workshop?

The Vision and Purpose Workshop (the workshop) was held online on 21 March 2023 via Zoom and Mural, and is the first workshop in the PSP 2.0 process.

The workshop was facilitated by the VPA project team.

The workshop is a key milestone in the Greater Avalon Employment Precinct (GAEP) process and builds upon the outcomes of Pitching Sessions held from December 2022 to February 2023.

Please refer to the Pitching Sessions Summary Report for the background and strategic context of the project.

The VPA would like to thank all stakeholders who attended and participated at the workshop.

The workshop sought to establish an overarching vision for the precinct, its purpose and place, and any important opportunities stakeholders want to particularly focus on.



Figure 1:
Vision and
Purpose Process

The purpose of the workshop was to:

- Update key stakeholders and landowners on the status of the project.
- Provide an overview of key opportunities for the PSP emerging from the Pitching Sessions.
- Encourage and capture any innovative and contextual ideas and information to shape a future urban structure for the GAEP.
- Better understand the challenges for the PSP emerging from the Pitching Sessions, particularly points of contention between different stakeholders or policy objectives.
- Assist in informing the scope for further technical studies, particularly with regard to addressing challenges and innovation opportunities.
- Provide an opportunity for key stakeholders and landowners to visually map out and share key land use, transport and other infrastructure opportunities and challenges for the GAEP, and provide any commentary on their considerations.
- Provide a transparent and inclusive consultation program and provide both stakeholders and landowners with a summary of what information was captured through the Pitching Sessions.
- Outline the next steps for the GAEP process.

Purpose of this Document

This Summary Report captures the key outcomes from the Workshop.

The overarching purpose is to highlight key emerging opportunities, challenges, visions, points of interest / contention and preferences from stakeholders and landowners (from the workshop activities) to inform the next stage of the PSP process; Co-Design and Placed-based plan development.

Who attended the Vision and Purpose Workshop?

Participants at the workshop were the same as those invited for the initial Pitching Sessions, and include stakeholders representing landholdings from the precinct, representatives from state and local government agencies, community groups and infrastructure providers, including:

- Avalon Airport
- Private Landowners and Consultants
- City of Greater Geelong
- Department of Transport and Planning
- Department of Energy, Environment and Climate Action
- Recycling Victoria
- Viva Energy
- APA
- Heritage Victoria
- CCMA
- Barwon Water
- Melbourne Water
- InvestVic
- PowerCor
- Bicycle Network

Some post-workshop comments from the CFA on bushfire considerations and from DEECA staff who were not at the workshop have also been incorporated into this report.

How Participants Were Involved

The workshop was run online via Zoom. Different online techniques were used with the format designed to reflect a typical face-to-face workshop. This included activities undertaken via a digital workspace tool called 'Mural,' an online platform that facilitates collaborative work.

The Mural outputs capture comments raised and ideas contributed for each workshop activity (from each group) to guide the refinement of the draft vision statement and do not represent elements with any finality. See Appendix 1 for snapshots of the comments captured on Mural throughout the workshop.

Mentimeter (an online interactive survey program) was also used to give participants additional opportunities to provide comments and feedback. See Appendix 2 for the results.

Workshop Structure

The workshop was centred around the following four themes as identified:

- Theme 1: Employment and Land use
- Theme 2: Transport
- Theme 3: Water, Environment, and Heritage
- Theme 4: Design and Innovation

The following time allocation and agenda was used to facilitate the workshop:

- 15-minute presentation by the VPA, which acknowledged the country, introduced the precinct, provided an overview of the pitching sessions, presented key relevant material from the Avalon Corridor Strategy Cultural Values Assessment, and outlined the day's objectives and rules of engagement.
- 35 minutes (30 minutes for break out and then 5 minutes to discuss as a group/time for Mentimeter) to work through each Theme.
- 5 minutes to conclude the workshop and discuss next steps of the project.

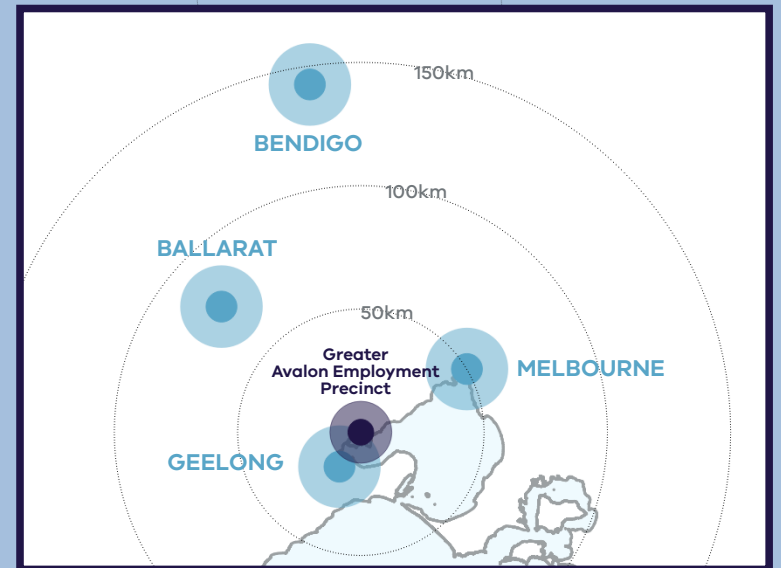
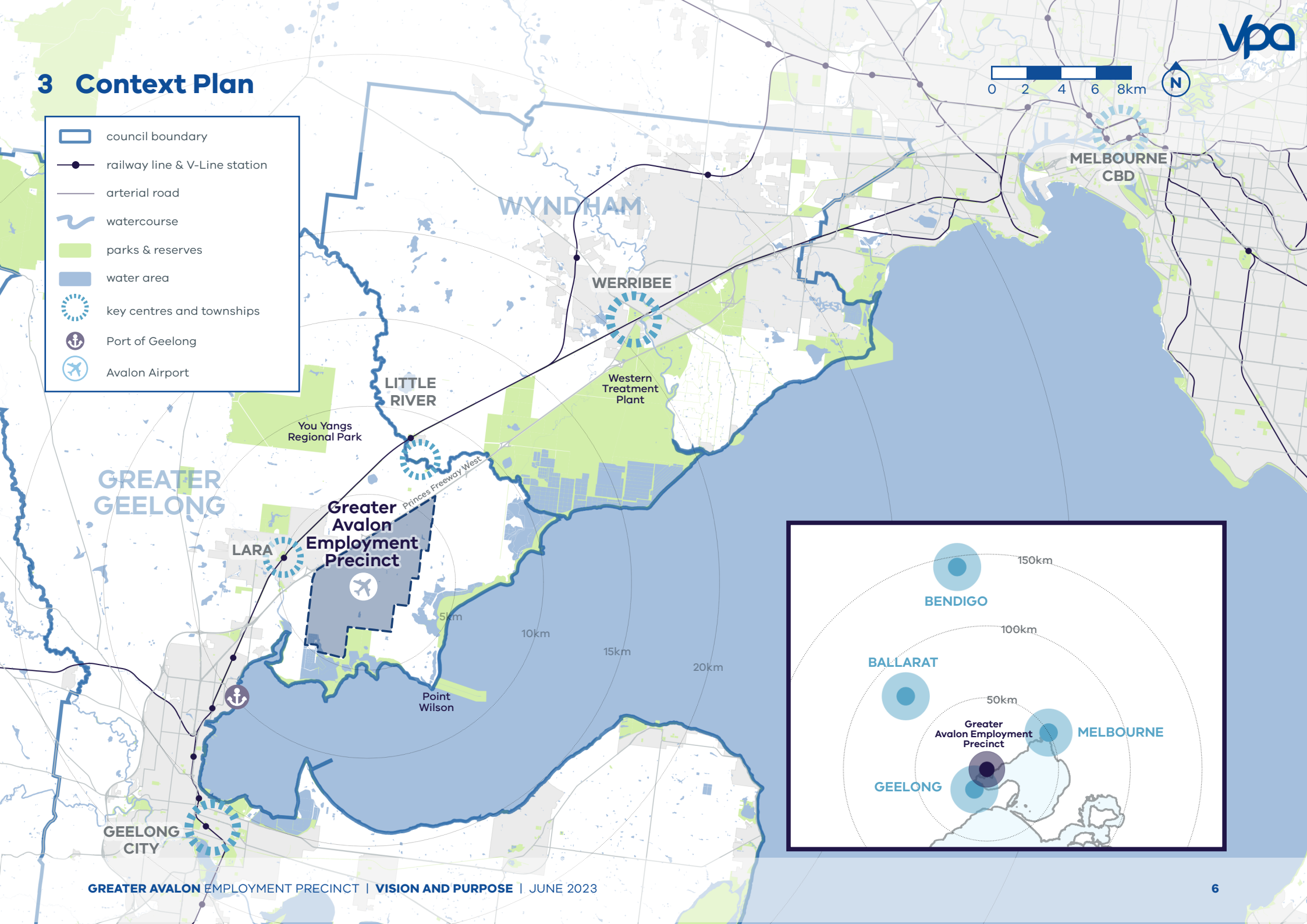
For each theme there were a total of four breakout rooms created. Each had facilitators from VPA and technical experts to support. Participants were evenly distributed into breakout rooms, and with guidance from facilitators and key prompts were able to utilise Mural to actively contribute to meaningful discussion on the above four themes.

Following these discussions, participants were brought back into the main room to complete a series of questions through Mentimeter. Responses were displayed live and were generally short answer or questions with a scaled response.

3 Context Plan

- council boundary
- railway line & V-Line station
- arterial road
- watercourse
- parks & reserves
- water area
- key centres and townships
- Port of Geelong
- Avalon Airport

0 2 4 6 8km



4 Emerging Vision

The following emerging vision statement has been drafted to reflect the emerging themes and feedback received in both the Pitching Sessions and Vision and Purpose Workshop. This emerging vision will be refined as part of the upcoming phase of the process.

GAEP Emerging Vision

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 promoting circular economy uses. The precinct will be designed to facilitate a wide range of industries adaptive to future trends in employment uses. Workers will be supported with community infrastructure and services that provide amenity and convenience.

A multi nodal transport network will facilitate the movement of people and vehicles. This will require enhancements to the existing network including upgrades to roads, creation of new transport connections and upgrades to infrastructure that supports such things as recharging of electric vehicles. Active and sustainable modes of transport including public transport will be prioritised in the internal network. The transport movement and place network will ensure safe and logical connections to Avalon Airport, the Princes Highway (linking to Geelong and Melbourne), and the Port of Geelong, as well as maximising connection to future destinations such as Bay West Port and the Outer Metropolitan Ring Road.

Existing natural features will be protected from development as encumbered open spaces and natural waterways to preserve existing flora and fauna habitat and communities, important viewlines and the internationally significant Ramsar Wetlands. Development will also respond appropriately to significant flood risk and coastal inundation through the development of a drainage scheme and response to local coastal hazards.

Built form will be appropriate to its location within the precinct including 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. Innovation will also be encouraged in the design of services and infrastructure.

5 Emerging Themes

The workshop progressed four themes that emerged from Pitching, including:

- Employment and Land Use
- Transport
- Water, Environment and Heritage
- Design and Innovation

These themes are summarised in the following parts of this document. They are not self-contained topics but rather overlapping focus areas that collectively articulate the high-level ideas, opportunities and matters for further investigation.

Objectives and **outcomes** being sought by stakeholders have been summarised under the heading of each Emerging Theme, with consideration being given to the relevant PSP guidelines and targets.

With the key messages conveyed, each Emerging Theme also has a list of potential **actions** to resolve these items as part of the PSP. These will be discussed further at the Co-Design Workshop.

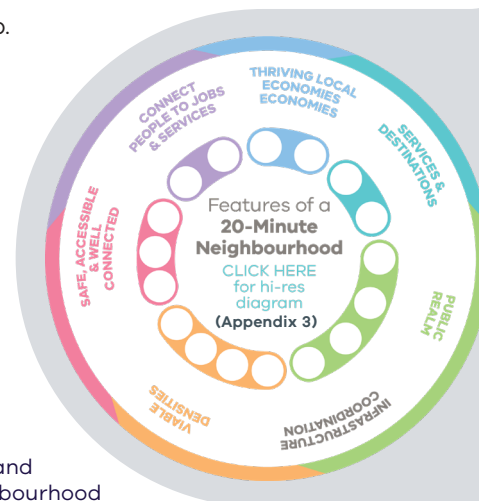


Figure 2:
PSP Guidelines and
20 Minute Neighbourhood

EMERGING THEMES	PSP Guidelines and the 20- minute neighbourhood hallmarks
EMERGING THEME 1 – EMPLOYMENT AND LAND USE <ul style="list-style-type: none"> • State -based employment precinct • Commercial/Industrial/airport related businesses • Aerotropolis • Local hubs for workers and visitors • Flexible land use outcomes that offer future advancements in industries 	<div>Connect People to Jobs & Services</div> <div>Thriving Local Economics</div> <div>Services and Destinations</div>
EMERGING THEME 2 – TRANSPORT <ul style="list-style-type: none"> • Connectivity to the airport and port facilities • Freight, worker, passenger and event-related movements • Enhanced public transport, cycling and walking connections 	<div>Safe, Accessible and Well Connected</div> <div>Infrastructure Coordination</div>
EMERGING THEME 3 – WATER, ENVIRONMENT AND HERITAGE <ul style="list-style-type: none"> • Holistic water and drainage management including protection of the Ramsar wetlands and consideration of sea level rise • Protection and enhancement of cultural heritage and landscape values 	<div>High Quality Public Realm</div> <div>Infrastructure Coordination</div>
EMERGING THEME 4 – DESIGN AND INNOVATION <ul style="list-style-type: none"> • Leading-edge sustainability outcomes including circular economy, zero-carbon, Environmentally Sustainable Design (ESD), Water Sensitive Urban Design (WSUD), Biodiversity Sensitive Urban Design (BSUD) and tree canopy targets • High quality built form including new industrial and commercial building typologies • Coordinated and innovative service delivery and infrastructure 	<div>High Quality Public Realm</div> <div>Infrastructure Coordination</div> <div>Viable Densities</div>

Emerging Theme 1: Employment and Land Use

Planning Objectives

1. To facilitate a diverse range of national, state and regionally significant employment opportunities.
2. To develop an aerotropolis that complements Avalon Airport as an anchor.
3. To investigate effective planning controls that promote a diversity of lot sizes (including large lots for “super-users”) and industries.
4. To deliver a “future-proofed” precinct that provides flexibility for changing circumstances and new trends in employment developments and uses.
5. To contribute to the employment land supply in Geelong and Melbourne’s western growth corridor.
6. To provide a well serviced employment precinct that features complementary land uses, amenities and community infrastructure that make the precinct a desirable place to work in.
7. To recognise the gateway role of the precinct and facilitate a precinct entrance that is serviced by high visual amenity and complementary land uses.
8. To protect areas of high biodiversity and/or heritage value, gas infrastructure, and adjacent sensitive uses from inappropriate land uses.
9. To include a network of open spaces to provide amenity for precinct users.

Priority Place Outcomes

- The Greater Avalon Employment Precinct is a state significant employment precinct that will:
 - Encourage national and state level businesses and industries to invest in the precinct.
 - Design an aerotropolis that builds on the competitive advantage of proximity to Avalon Airport.
 - Ensure the planning ordinance provide flexibility to support a mix of employment industries and future industrial uses by such things as a range of lot sizes.
 - Provide a substantial number of new jobs in the region.
- Provide a network of local hubs for precinct users to access amenities and services.
- Identify the most suitable location(s) for gateways into the precinct.
- Locate lower impact uses on land adjoining sensitive uses.
- Protect areas of Biodiversity and Cultural Heritage value by ensuring land uses respond adequately to existing conditions outlined in the precinct Native Vegetation Precinct Plan.
- Consider the density of uses and prohibit sensitive uses within the relevant measurement lengths of the high pressure gas pipelines in accordance with the Safety Management Studies.
- Establish a connected and accessible open space network which:
 - Provides a strong, interconnected network for passive recreation uses, habitat and active transport through blue-green and linear open space corridors.
 - Is co-located with environmental features such as the Ramsar wetland, drainage reserves and significant vegetation.
 - Is co-located with community infrastructure.

Relevant PSP Guidelines

- T10: The provision of land for local employment and economic activity should be capable of accommodating the minimum job density target of one job per dwelling within the wider growth corridor.
- T11: The open space network should seek to meet the following minimum targets:
 - Within dedicated employment and/ or economic activity areas, 2% of the net developable area for local parks.

Actions

Prepare an Economics and Scoping Study to:

- Investigate the aerotropolis concept and provide guidance as to the market sector and employment land uses appropriate in a national and state employment precinct.
- Identify industry-specific gaps in other employment precincts in Geelong and western Melbourne (and the Avalon Airport land) and how GAEP may complement, have a competitive advantage, or have a point of difference.
- Investigate the demand for hotel accommodation, conference centres and/or entertainment-based land uses in this precinct.
- Investigate what commercial and retail land uses may be required that do not compete with the hierarchy of the Geelong CBD and other activity centres or bulky good centres in the region.
- Identify what community and other service uses should be encouraged to support workers and the airport and non-airport related employment industries.
- Explore land uses that will support a circular economy.
- Explore applying a sub-precinct approach to strategic planning to facilitate industry specific areas within the precinct including but not limited to the freeway interface and gateway sites.
- Recommend planning controls to facilitate the broad range of employment-based land uses.

Prepare a Safety Management Study to:

- Determine land uses compatible with the high-pressure gas pipelines and associated measurement lengths.

Prepare a Biodiversity Assessment to:

- Determine land uses that may adjoin sensitive environmental areas such as potential Environment Protection and Biodiversity Conservation Act (EPBC) protected communities.

Prepare a Drainage and Stormwater Strategy to:

- Determine appropriate land use on flood prone land (if any).

Prepare a Buffer Assessment to:

- identify if there are existing or proposed land uses in the precinct and on adjoining land that may require buffers and management of land use conflict to inform design of layout.
- Identify any restrictions on land uses that are required to protect airport operations.

Prepare a Community Infrastructure Assessment to:

- Determine the provision of amenities to support the future employees of the precinct including:
 - Open space provision.
 - Community infrastructure.

Theme 1 Working Map - Employment and Land Use

0 0.5 1 1.5 2km

N

Determine the best land uses to support a 'gateway' into the precinct

Explore demand for hotel accommodation that is associated with the airport

Explore areas of high biodiversity value to ensure adjoining land uses respond appropriately

Determine whether flood risk or coastal inundation will lead to the exclusion of certain land uses








High Pressure Gas Pipelines – ensure adjoining land uses respond appropriately

Land proximate to sensitive uses

Facilitate the development of an aerotropolis

Ensure synergies between Airport Master Plan and land uses being proposed by the Precinct

Airport Masterplan Area

-  Precinct boundary
-  Airport Masterplan Area
-  Non-airport land
-  Open space
-  Water bodies
-  Land adjacent to sensitive uses
-  High pressure gas pipelines

Port Phillip Bay

Emerging Theme 2: Transport

Planning Objectives

1. To create an integrated transport network with existing and planned land uses and networks.
2. To plan for freight, worker, passenger and event-related movements.
3. To encourage and support active and public modes of transport and reduce reliance on private vehicles.
4. To ensure the physical transport network is safe and efficient for its anticipated users.
5. To enable the development and expansion of future transport options.

Priority Place Outcomes

- Plan for a transport network that:
 - Utilises and upgrades the existing road network, including connections to Princes Freeway.
 - Provides connections to Avalon Airport and Geelong Port
 - Enables movement and permeability through the precinct via the establishment of additional road connections.
 - Provides sufficient space for freight movements throughout the network.
 - Enables commuter trips from surrounding communities.
 - Accommodates traffic associated with airport passengers.
 - Accommodates traffic associated with events held in the precinct.
- Plan for an integrated active transport network that:
 - Enables active transport for movement around the precinct.
 - Provides connections to existing and proposed active transport infrastructure.
- Plan for active and public transport options that:
 - Provide connections to the existing railway line (e.g. at Lara Station).
 - Allow for connections from nearby residential communities to all parts of the precinct.
- Plan for future transport by:
 - Providing sufficient space for and connections to alternative vehicle fuelling and charging infrastructure.
 - Protecting the alignment and integrity of the Avalon Airport Rail Link from incompatible use and development.

Relevant PSP Guidelines

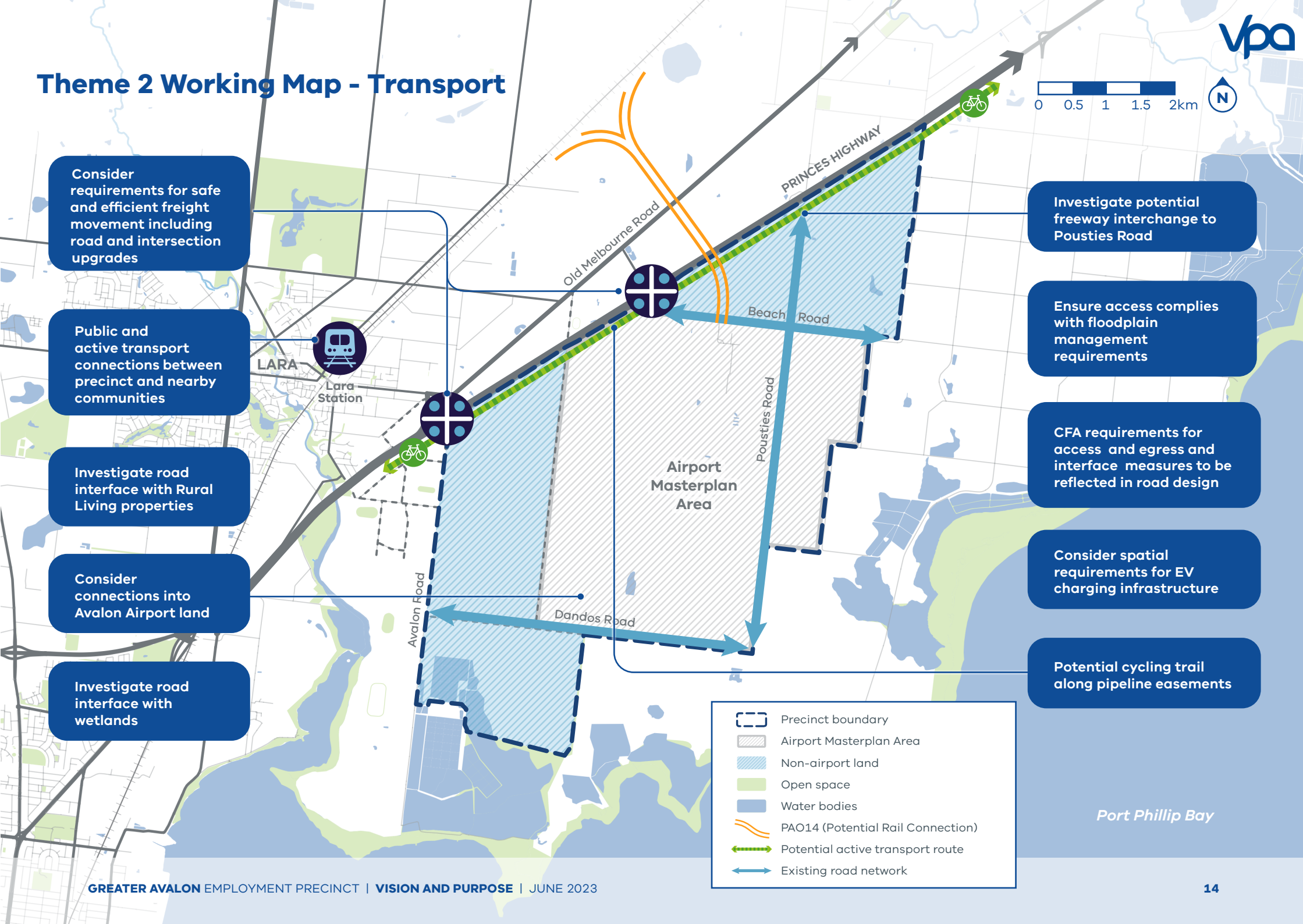
- T5 The arterial road network should provide a 1.6km road grid with safe and efficient connections, adjusted where necessary to reflect local context.
- T6 Off-road bicycle paths should be provided on all connector streets and arterial roads, connecting with the Principal Bicycle Network and Strategic Cycling Corridors where possible.
- T7 All streets should have footpaths on both sides of the reservation.
- T8 Pedestrian and cyclist crossings provided every 400m-800m, where appropriate, along arterial roads, rail lines, waterways and other accessibility barriers.
- T20 Identify all basic and essential infrastructure with spatial requirements on the Future Place-based Plan (e.g. open space, schools, community centres, integrated water management, etc.).

Actions

Prepare a Transport Modelling Assessment, Integrated Transport Assessment and Transport Infrastructure Design and Costings to:

- Model and assess the impact of additional traffic generated from and to the precinct and identify what upgrades to roads, freeway interchanges, crossings etc are required to provide safe movement and access within the precinct and to key destinations adjoining the precinct.
- Determine the suitable alignments for new key roads with considerations to deliverability, costing, and protection of sensitive features.
- Ensure the recommended transport network will function in “event mode” when large-scale events are held on the Avalon Airport land.
- Identify public transport options that connect the precinct to the surrounding neighbourhoods and leverage from a potential future use of the Public Acquisition Overlay that connects to the train line.
- Identify primary pedestrian and cycling network.
- Identify spatial requirements to enable green transport infrastructure.
- Confirm approximate cost and allocation of required transport infrastructure to be funded through the development contributions plan.
- Undertake a Movement and Place Assessment for the precinct.
- Work with the Avalon Airport Corporation to identify possible connections to Avalon Airport.
- Investigate whether the Clever and Creative Corridor concept should be extended into the precinct.

Theme 2 Working Map - Transport



Emerging Theme 3: Heritage, Water and Environment

Planning Objectives

1. To maintain and enhance the natural landscape, cultural and social values, and the Traditional Owner living cultural heritage values of the Rivers of the Barwon and their tributaries and wetlands.
2. To ensure the protection and conservation of places of Aboriginal and historic cultural heritage significance.
3. To protect and restore catchments, waterways and the marine environment.
4. To apply a holistic approach to water and drainage management in the precinct and the surrounding area.
5. To plan for and manage coastal hazard risk and climate change impacts, including coastal areas prone to erosion, landslip or other land degradation processes
6. To ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation.
7. To strengthen the resilience to bushfire through risk-based planning.

Priority Place Outcomes

Heritage Conservation and Enhancement

Incorporate heritage conservation and enhance heritage places and features in a way that:

- Respects features with identified heritage values including living cultural heritage e.g. the spiritual and visual relations to You Yangs and the native vegetation and wetland habitats in the precinct.
- Retains and restores those elements and water bodies that contribute to the importance of the heritage place and landforms.

Integrated Water Management

The floodplains, waterways, coastal saltmarshes and Ramsar wetlands are key considerations for the planning for cultural heritage, biodiversity, drainage and climate change and natural hazards in the precinct and wider area. A holistic approach to water management is required to address the whole of water cycle in the precinct and ensure sustainable outcomes, including the following:

- Minimise the flow of stormwater, sediment and wastes from future developed areas into water bodies and retention basins.
- Leverage off the existing and potential future upgrades to water infrastructure e.g. Melbourne Water's Western Wastewater Treatment Plant and Barwon Water's future greywater pipeline for recycled water uses and stormwater harvesting opportunities.
- Ensure that development near waterways and coastal saltmarshes provide for the protection and enhancement of the water quality and birdlife.
- Ensure land uses on floodplains minimise the risk of waterway contamination during floods.
- Ensure that land uses discharging contaminated runoff or wastes are adequately separated from waterways and floodplains.

- Ensure cut and fill in areas subject to flooding, severe soil degradation, groundwater salinity or geotechnical hazards will not impact downstream water quality or flow volumes.
- Avoid intensifying the impact of flooding through inappropriately located use and development.
- Prevent inappropriate development in areas affected by groundwater salinity.
- Promote Water Sensitive Urban Design (WSUD) to contribute to decreasing heat island effects and enhancing the amenity of the precinct

Climate Change Resilience

Climate change resilience and mitigation is considered and incorporated into design and development outcomes, including:

- Direct new development and infrastructures to low-risk locations from flood and sea level rise.
- Siting and designing use and development to minimise risk to life, health, property, the natural environment and community infrastructure from natural hazards, including the areas vulnerable to bushfire, coastal inundation and erosion.
- Ensure that development and protective works that seek to respond to coastal hazard risks avoid detrimental impacts on coastal environments.

Environment

Biodiversity, environmental risk and bushfire hazards are addressed to:

- Ensure the bushfire risk to existing residents, properties, infrastructure and Avalon Airport will not increase as a result of future developments.
- Protect coastal and foreshore environments and improve public access e.g. prioritise movement and green linkages.
- Conserve waterway and coastal wetland systems and the landscapes and environmental values surrounding them by protecting ecological values, indigenous vegetation and aquatic habitats.
- Enhance the ecological values of the ecosystems in the marine and coastal environment and lands abutting coastal reserves.
- Maintain the natural drainage patterns, water quality and biodiversity in and adjacent to coastal estuaries, wetlands and waterways.

Relevant PSP Guideline Targets

- T13 Potential canopy tree coverage within the public realm and open space should be a minimum of 30% (excluding areas dedicated to biodiversity or native vegetation conservation).
- T14 All streets containing canopy trees should use stormwater to service their watering needs.
- T16 All conservation areas identified in relevant Commonwealth, state and local government strategies should be retained in accordance with relevant legislation.
- T17 IWM solutions should meaningfully contribute towards the actions and targets from the relevant Catchment Scale Public Realm & Water Plans and any relevant water-related strategies, plan, or guideline (including the Healthy Waterways Strategy 2018–2028).
- T20 Identify all basic and essential infrastructure with spatial requirements on the Future Place-based Plan (e.g. open space, schools, community centres, integrated water management, etc.).

Heritage, Water and Environment Actions

Prepare Aboriginal and historic cultural heritage assessments to:

- Identify, assess and document places of cultural heritage significance and provide recommendations for heritage conservation and enhancement.
- Engage Traditional Owners in the process to incorporate their inputs in the precinct planning.

Prepare an Integrated Water Management Assessment and Flood Modelling to:

- Action the recommendations of the Avalon Corridor Integrated Water Management Strategy (which is currently under preparation).
- Identify land affected by flooding, including land inundated by a 1 in 100-year flood event, including natural flow paths and existing waterways.
- Identify land at risk of sea level rise of not less than 0.8 metres by 2100.
- Plan for acceptable cumulative impacts of uses and development on flood behaviour.
- Undertake drainage infrastructure assessment to coordinate with the activities of catchment management authorities.
- Investigate water-sensitive design strategies that utilise innovative and sustainable options for landscape irrigation, reusing water and using water-wise and native tree species.
- Recommend appropriate measures to restrict sediment and stormwater discharges from new developments.

Prepare a Biodiversity Assessment to:

- Identify and map areas of biodiversity, including key habitat for rare or threatened species and communities, and strategically valuable biodiversity sites.
- Prepare a Native Vegetation Precinct Plan for that aligns with Protecting Victoria's Environment – Biodiversity 2037 for the protection and conservation of important areas and features of biodiversity.

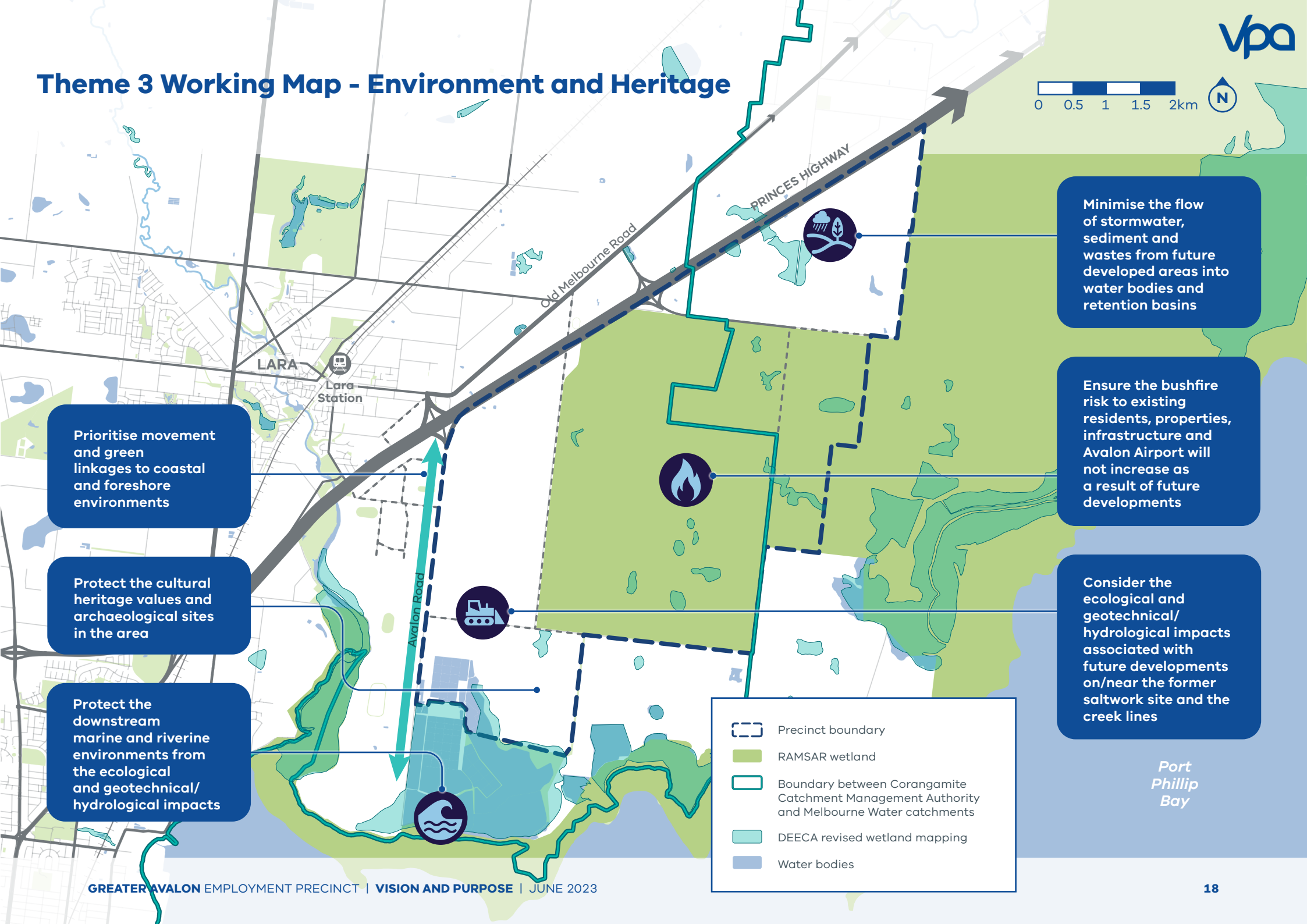
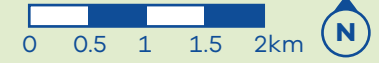
Prepare a Bushfire Risk Assessment to:

- Identify if there are areas within the precinct at risk of bushfire.
- Inform the bushfire management strategy for the precinct and new developments including road layout and built form requirements.

Prepare a Land Capability Assessment to:

- Identify risk areas subject to sodic/dispersive soil, acid sulphate soil and salinity.

Theme 3 Working Map - Environment and Heritage



Prioritise movement and green linkages to coastal and foreshore environments

Protect the cultural heritage values and archaeological sites in the area

Protect the downstream marine and riverine environments from the ecological and geotechnical/hydrological impacts

Minimise the flow of stormwater, sediment and wastes from future developed areas into water bodies and retention basins

Ensure the bushfire risk to existing residents, properties, infrastructure and Avalon Airport will not increase as a result of future developments

Consider the ecological and geotechnical/hydrological impacts associated with future developments on/near the former saltwork site and the creek lines

- Precinct boundary
- RAMSAR wetland
- Boundary between Corangamite Catchment Management Authority and Melbourne Water catchments
- DEECA revised wetland mapping
- Water bodies

Emerging Theme 4: Design and Innovation

Planning Objectives

- 1 To establish an urban structure which responds and contributes to creating a distinct precinct character.
 - 2 To enable local character and identity to be expressed in the public realm design to enhance the sense of place.
 - 3 To ensure good design of open space that meets the needs of precinct users.
 - 4 To ensure building scale, massing and placement is appropriate for the intended precinct and streetscape character and provide appropriate interface treatments to adjacent residential uses.
 - 5 To ensure the public realm is designed to be inclusive, safe and are inviting to pedestrians and cyclists.
 - 6 To develop streetscapes with high amenity and character embedded with sustainable and climate-resilient outcomes.
 - 7 To ensure that built form design brings down energy demand across the precinct by facilitating energy efficient design.
 - 8 To identify services which are key to driving investments into the precinct and encourage innovation in the delivery of these.
 - 10 To explore renewable sources of energy for servicing.
 - 11 To assist the precinct to navigate a path to net zero emissions.
- Ensure building and landscaping elements reduce the impact of urban heat, including maximising tree canopies in the public realm and on private land.
 - Incorporate Environment Sustainable Design (ESD), principles to achieve best practice in sustainable development, from design stage to operation stage.
 - Use recognised assessment tools to support systematic adoption of best practice approaches to environmentally sustainable development.
 - Plan for services that:
 - Are coordinated to unlock the development potential of the precinct.
 - Provide renewable energy and storage (such as solar power, biogas and green hydrogen) for all buildings and public places, including using precinct scale and individual site responses.
 - Incorporate innovative technologies and designs for utility corridors to reduce carbon emissions.
 - Encourage innovation in the precinct such as:
 - New and emerging built forms such as multi-level warehouses.
 - Utilising innovative high recycled content and low carbon construction materials for roads and buildings.
 - Maximising the use of technology to increase opportunities for stormwater and wastewater treatment and reuse.
 - Introducing innovations that support on-site waste recycling and reuse.
 - Assessing the potential for shared services and precinct-wide alternative waste and recycling management solutions to encourage circular economy uses.

Priority Place Outcomes

- Plan for buildings, urban structures, open spaces, streetscapes and public realm designs that:
 - Respond to the key site features, including providing for key view lines.
 - Consider views from public places and surrounding residential areas.
 - Emphasise the gateway(s) into the site.
 - Result in high quality built form outcomes.

Relevant PSP Guidelines Targets

- T7 All streets should have footpaths on both sides of the reservation.
- T14 All streets containing canopy trees should use stormwater to service their watering needs.
- T13 Potential canopy tree coverage within the public realm and open space should be a minimum of 30% (excluding areas dedicated to biodiversity or native vegetation conservation).
- T14 All streets containing canopy trees should use stormwater to service their watering needs.
- T20 Identify all basic and essential infrastructure with spatial requirements on the future Place-Based Plan (e.g., open space, schools, community centres, integrated water management, etc.)

Actions

Prepare a Landscape and Visual Impact Assessment to:

- Identify key views to, from and through the site.
- Work with the Avalon Airport Corporation and DTP (Planning) to ensure height restrictions for built form that will form part of a Planning Scheme Amendment to introduce the Avalon Airport Masterplan are reflected in the precinct.

Prepare a Place Based Plan and Structure Plan to:

- identify key streetscape cross sections that consider interfaces with the public realm, interfaces with wetlands, solar access and overshadowing.
- Prepare street cross sections to show how these will accommodate movements for all desired modes of transport along with parking, trees, pedestrian pathways, and utility services.
- Investigate concepts and design treatments for the gateways into the site.
- Prepare design guidelines addressing site design, built form and landscaping.
- Investigate opportunities to make greater contributions to tree canopy targets in the public realm and on private lots.
- Investigate tree management strategies for retaining mature trees and planting new trees.
- Align with relevant policies and standards on desired Environmentally Sustainable Design (ESD) outcomes.

Prepare a Utility Servicing Assessment to:

- Identify services upgrades required in the precinct.
- Explore opportunities to access infrastructure from the proposed VOPAK gas terminal.
- Explore a gas substitution road map for delivering all-electric precincts and cutting carbon emissions.
- Explore opportunities for hydrogen connections.
- Ensure the delivery of infrastructure and staged release of land and sequencing of development in line with infrastructure capacity.
- Investigate opportunities for the co-location of infrastructure assets with the high-pressure gas pipelines.

Theme 4 Working Map - Design and Innovation

0 0.5 1 1.5 2km N








Investigate gateway concept

Explore options for key streetscape cross sections for interfaces with the public realm

Explore options for key streetscape cross section for interfaces with the wetlands

Prepare built form design guidelines

Explore possibilities for applying innovation technologies and strategies

-  Precinct boundary
-  Airport Masterplan Area
-  Non-airport land
-  Built form design response to views to/from coast
-  Built form design response to views to/from You Yangs
-  Built form design response to Princes Highway
-  Built form design response to surrounding residential area

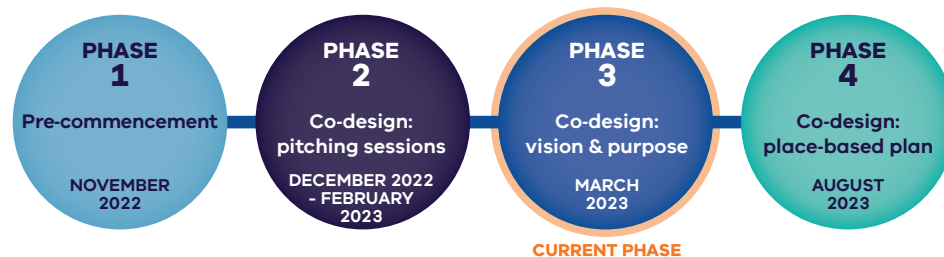
6 Next Steps

Co-Design Workshop

The next step in the GAEP process is the Co-design workshop phase (refer to Figure 4). This will involve a workshop to be held in-person and will run for approximately half a day. All stakeholders that participated in the Pitching Sessions and/or Vision and Purpose Workshop and precinct landowners are invited to attend.

Further information on these sessions will be provided via email.

Figure 3:
GAEP Co-Design Process Overview and Anticipated Timeframes



Technical Reports Update

Several technical studies have been commissioned to support early planning for the GAEP through identification of land capability constraints and to support any early planning decisions.

Phase 1 Technical Reports include:

- Land Capability Assessment (i.e. contamination, geology, hydrology)
- Arboricultural Assessment
- Biodiversity Assessment
- Aboriginal Cultural Heritage Impact Assessment
- Economic and Scoping Study
- Historic Cultural Heritage Impact Assessment
- Landscape and Visual Impact Assessment
- Bushfire Assessment

The commencement of Phase 2 technical reports will be undertaken during the Co-Design process (mid to late 2023) with their scope informed by preliminary outcomes of Phase 1 technical assessments and the Co-design process.

Phase 2 Technical reports include:

- Integrated Water Management Assessment
- Coastal Hazard Assessment
- Drainage and Stormwater Strategy
- Buffer Assessment
- Transport Modelling Assessment
- Integrated Transport Assessment
- Gas pipeline Safety Management Study
- Sodic Soils Assessment (if required)
- Utility Servicing Assessment
- Transport Infrastructure Design and Costings

7 Appendices

Appendix 1: Vision and Purpose Workshop Mural board

Theme 1: Employment & Land Use

[Greater Avalon Employment Precinct – Vision and Purpose Summary Report – Theme 1 Employment and Land Use - July 2023 \(Part 2 of 5\)](https://vpa.vic.gov.au/wp-content/uploads/2023/06/Greater-Avalon-Employment-Precinct-%E2%80%93-Vision-and-Purpose-Summary-Report-%E2%80%93-Theme-1-Employment-and-Land-Use-July-2023-Part-2-of-5.pdf)

- Q.1 - Thoughts on the vision elements? Anything missing? Anything to remove?
- Q.2 - What commercial, industrial and airport related businesses should we be planning for?
- Q.3 - What other complementary land uses could be appropriate?
- Q.4 - What buffers are needed to protect existing constraints in the precinct?

Theme 2: Transport

<https://vpa.vic.gov.au/wp-content/uploads/2023/06/Greater-Avalon-Employment-Precinct-%E2%80%93-Vision-and-Purpose-Summary-Report-%E2%80%93-Theme-2-Transport-July-2023-Part-3-of-5.pdf>

- Q.1 - Thoughts on the vision elements? Anything missing? Anything to remove?
- Q.2 - How should freight be moved into and out of the site?
- Q.3 - How should workers or visitors travel in and out?
- Q.4 - How will the transport network account for all modes of transport in the precinct? How to get the balance right?
- Q.5 - What does sustainable transport look like in this precinct?

Theme 3: Water, Environment & Heritage

<https://vpa.vic.gov.au/wp-content/uploads/2023/06/Greater-Avalon-Employment-Precinct-%E2%80%93-Vision-and-Purpose-Summary-Report-%E2%80%93-Theme-3-Water-Environment-and-Heritage-July-2023-Part-4-of-5.pdf>

- Q.1 - Thoughts on the vision elements? Anything missing? Anything to remove?
- Q.2 - Do you agree with the key ecological and landscape constraints on the map? Why or why not?
- Q.3 - Which elements are important to protect and enhance the Traditional Owner's living cultural values? and the Aboriginal and historical cultural heritage?
- Q.4 - How important is the water management? Which aspects in particular? (e.g. drainage, recycled water)
- Q.5 - How important is the soil and fill management to address sea level rise and ecological protection?

Theme 4: Design & Innovation

<https://vpa.vic.gov.au/wp-content/uploads/2023/06/Greater-Avalon-Employment-Precinct-%E2%80%93-Vision-and-Purpose-Summary-Report-%E2%80%93-Theme-4-Design-and-Innovation-July-2023-Part-5-of-5.pdf>

- Q.1 - Thoughts on the vision elements? Anything missing? Anything to remove?
- Q.2 - How can we include sustainable design features?
- Q.3 - How can we encourage a circular economy?
- Q.4 - What should the built form look like?
- Q.5 - How should we address the infrastructure servicing requirements? Are there any innovative approaches we can use?
- Q.6 - How do we support renewable energy use and production in the precinct?

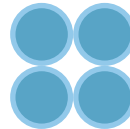
Appendix 2: Mentimeter Results

What's your connection to the Greater Avalon Employment Precinct?



10%

Landowner



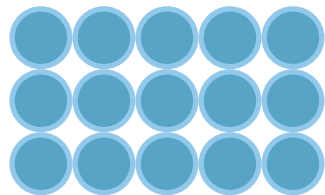
14%

Consultant



7%

Community
stakeholder



52%

State government
department



7%

Local government



10%

Utility provider



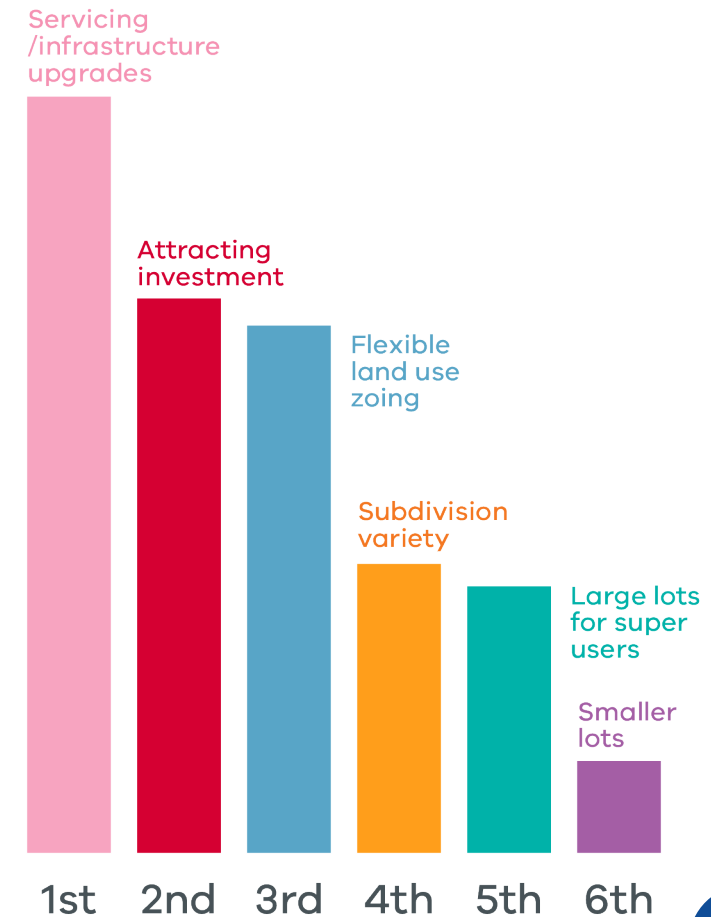
One word to highlight the opportunities you see for the precinct



sustainable water options
business
conservation protection
cultural heritage values
connected
industry
flood-free iwm integration
employment
jobs gateway
conservation mixed use neutral innovation
jobs of the future
logistics transport
expans



What do you see as the most important factors to unlocking the precinct



What land uses best align with
an Aerotropolis setting ?

diverse tourism mixed use research innovation hub major construction freight logistics environmental values commercial freight logistics industrial employment generating air freight aerospace infrastructure and mixed efficient public transport freight dependent high value commercial



What are the key transport
infrastructure upgrades and new
items needed in the precinct ?

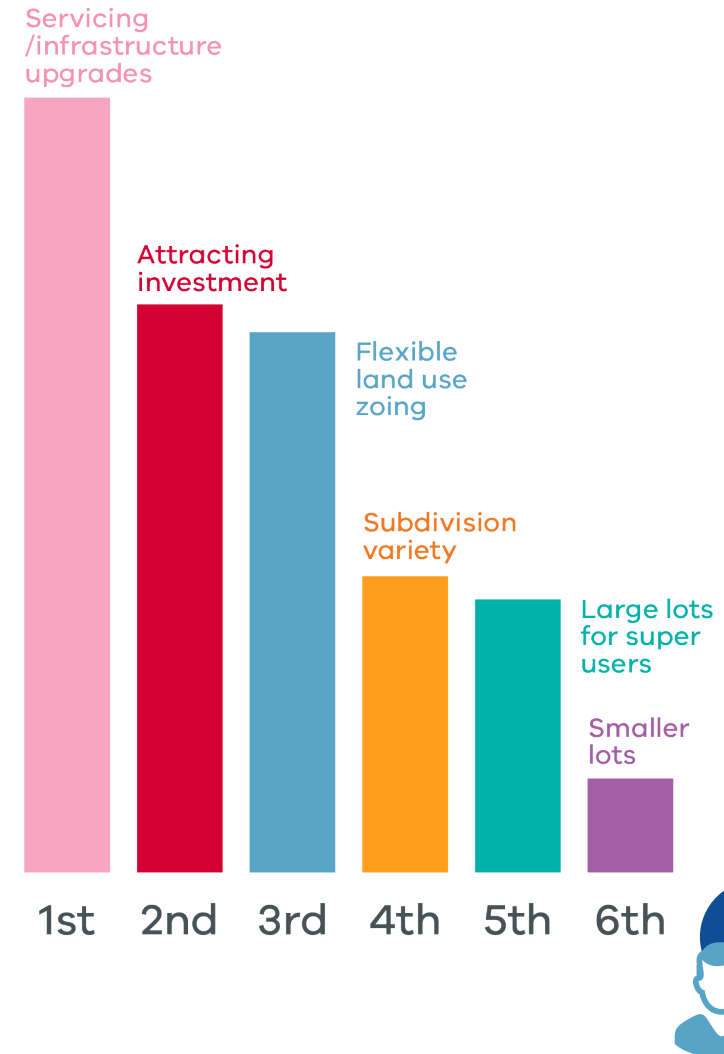
airport connection priority buses freeway interchanges rail station buses rail roads OMR port railway electrification road duplication OMR inland rail bay west shuttle buses within Pousties Road from Prince shuttle buses within public transport bike lanes cycling & ped paths dedicated freight routes new rail line efficient road network mini rails connections gateway from beach road



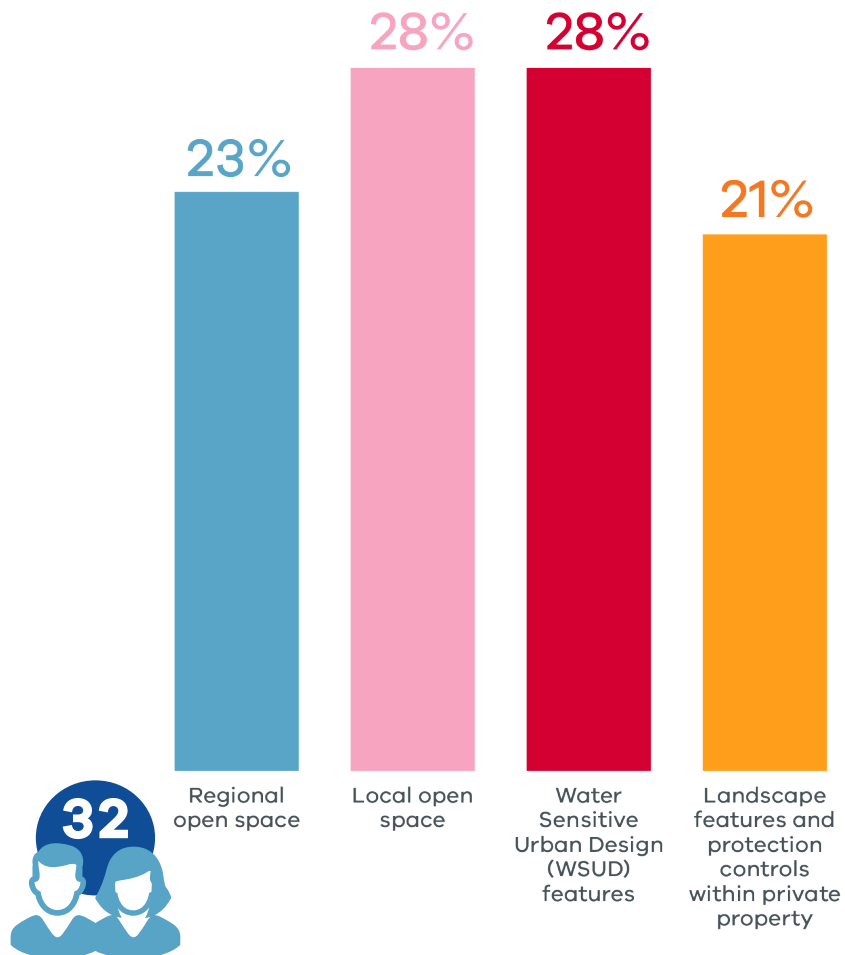
How can we encourage workers and visitors to use sustainable transport methods



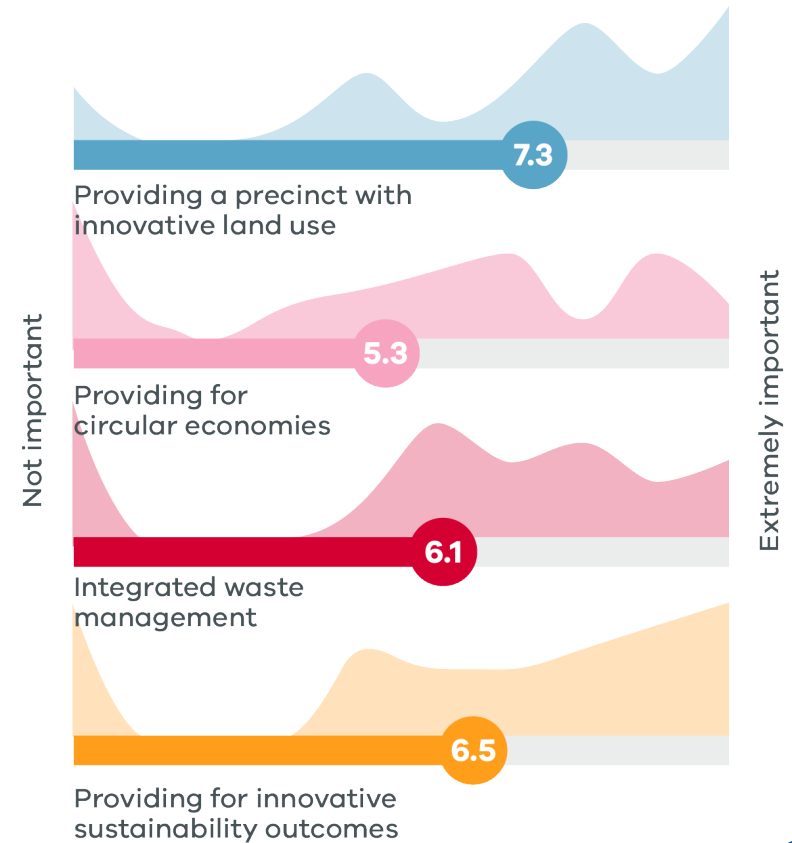
How important are the following elements to water management in GAEP



What existing cultural heritage, ecological and landscape features should be incorporated into the future precinct



How important is...



What are key sustainability measures that should be encouraged ?



Not in this process.

Solar energy.

Solar energy outcomes.

Good building and landscape design.

Stormwater Re-Use.

Re-use materials.

Not part of this process.

Water re-use.

Active transport opportunities.

What are key sustainability measures that should be encouraged ?



Integrated water capture and management. Waste Management systems.

Integration.

Solar rooftops waste to energy access to drainage points of discharge.

Integrated water management.

Integrated water management, integrated waste management. Circular economy and high quality building design.

Adaptable building design. Water management. On site alternative electricity generation. Sustainable transport.

Integrated water management.

Walkability to activity nodes.

Maximum tree cover.



What are key sustainability measures that should be encouraged ?



What are key sustainability measures that should be encouraged ?



Appendix 3: 20 Minute Neighbourhood

