

[REDACTED]

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11 December 2025

**Dear Sir/Madam,**

**Submission: Greater Avalon Employment Precinct (GAEP)**

Thank you for the opportunity to participate in last week's GAEP information session. I wish to formally submit the following points for consideration:

**1. Soil Contamination Risk Management**

During the session, I raised concerns about potential salt inundation in GAEP West.

The response indicated that external consultants have recommended soil testing for salt and other mineral contamination prior to development. While this is a prudent step, I believe it is essential to address the risk of widespread contamination during the planning phase—not just at development.

Early testing will help determine the true extent of contamination and prevent costly adjustments to the planning envelope, particularly regarding drainage and land suitability.

It is my understanding that when a similar salt farm also previously owned by Cheetham Salt was sought to be developed at Point Cook that there was a gross under estimation on the salt and other mineral contamination under the surface.

It is my recommendation the undertaking soil testing over the entire GAEP West to properly inform the planning process should be commenced prior to progressing and other planning tasks for GAEP West to avoid having to recast the development plans and misleading all stakeholders as to how much land can developed in GAEP West.

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## **2. Reserving a Corridor for the Geelong Ring Road Completion**

It is surprising that no planning overlay has been proposed to reserve a corridor for the completion of the Geelong Ring Road, connecting directly to Avalon Airport over Corio Bay.

I suggest even a quick review of historical concept plans would reveal this bridge has been considered as an important future road over that needs to be considered and planned for in the future."

This infrastructure would reduce travel times for freight and passengers, support Avalon's growth as an international airport and freight hub, and enhance regional connectivity for Geelong, Melbourne, and western Victoria.

I recommend that this option be considered as part of future infrastructure planning aligned with Avalon's expansion and regional freight strategies.

Thank you for considering these recommendations.

**Regards,**

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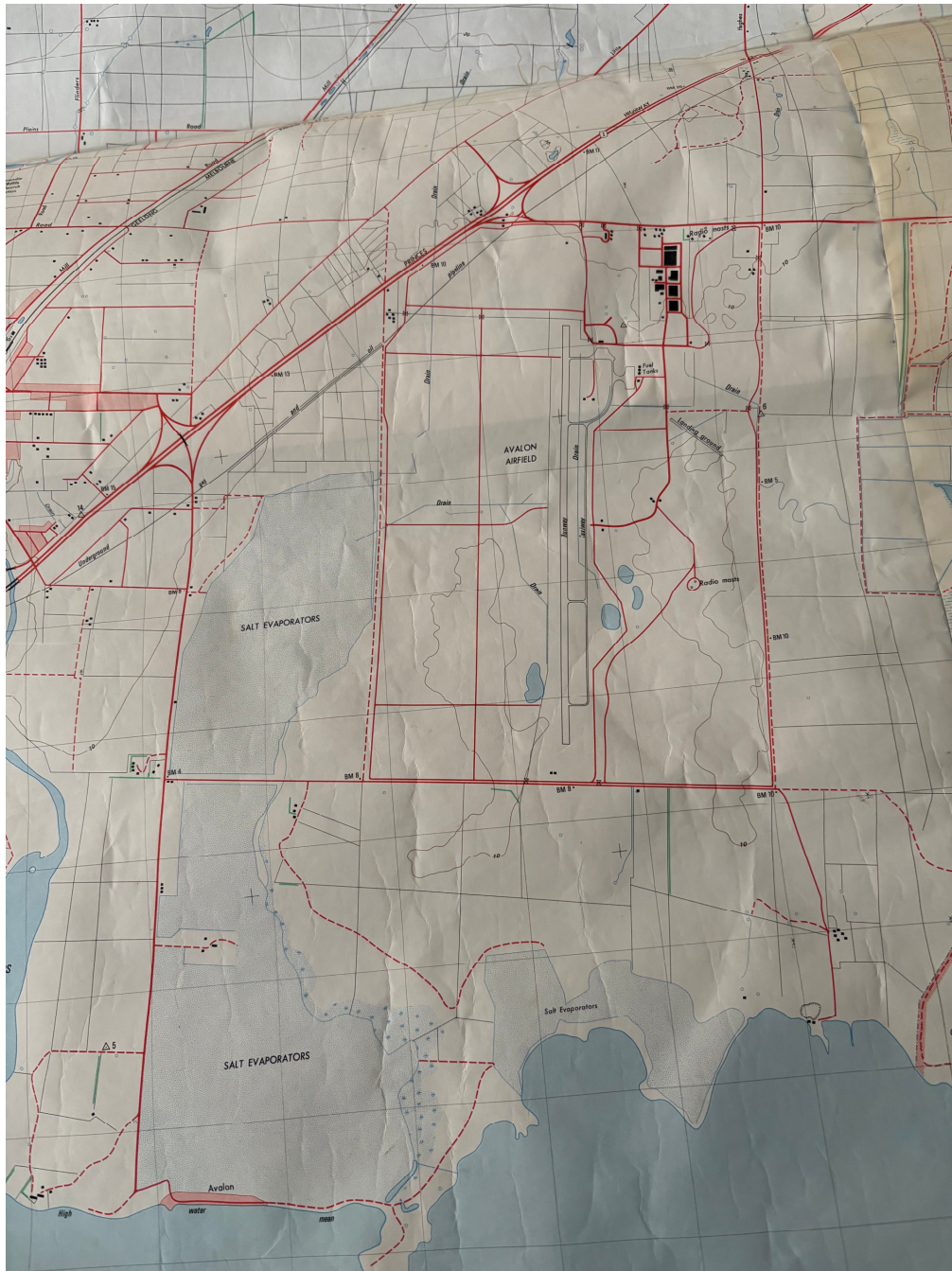
**From:** [REDACTED]  
**Sent:** Wednesday, 17 December 2025 10:17 AM  
**To:** [REDACTED]  
**Cc:** GreaterAvalon@transport.vic.gov.au  
**Subject:** [EXTERNAL] FW: Greater Avalon Employment Precinct Submission Acknowledgement  
**Attachments:** GAEP submission by [REDACTED] 11 December 2025.pdf; VICMAP Lara Map 7721 Salt Evaporators.jpg; VICMAP Lara Map 7721 legend.jpg

Hello [REDACTED],

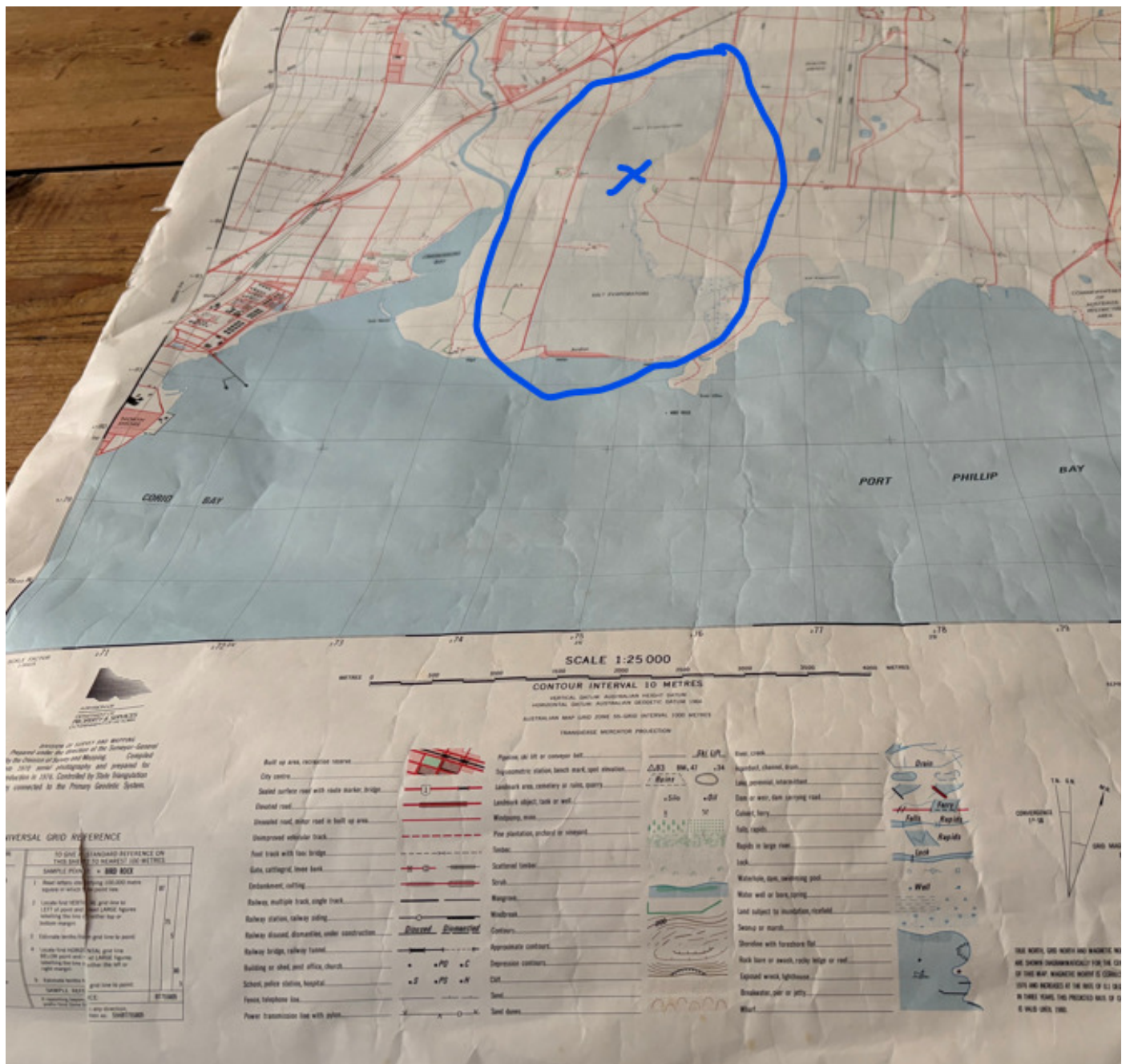
I hope all is going well as you compile the responses from the Community Engagement and Exhibition phase.

I've been reflecting on my earlier communication and realized I didn't clearly explain the land area I was referring to that has incorrectly been included in GAEP West as it is undeniably salt and other mineral contaminated.

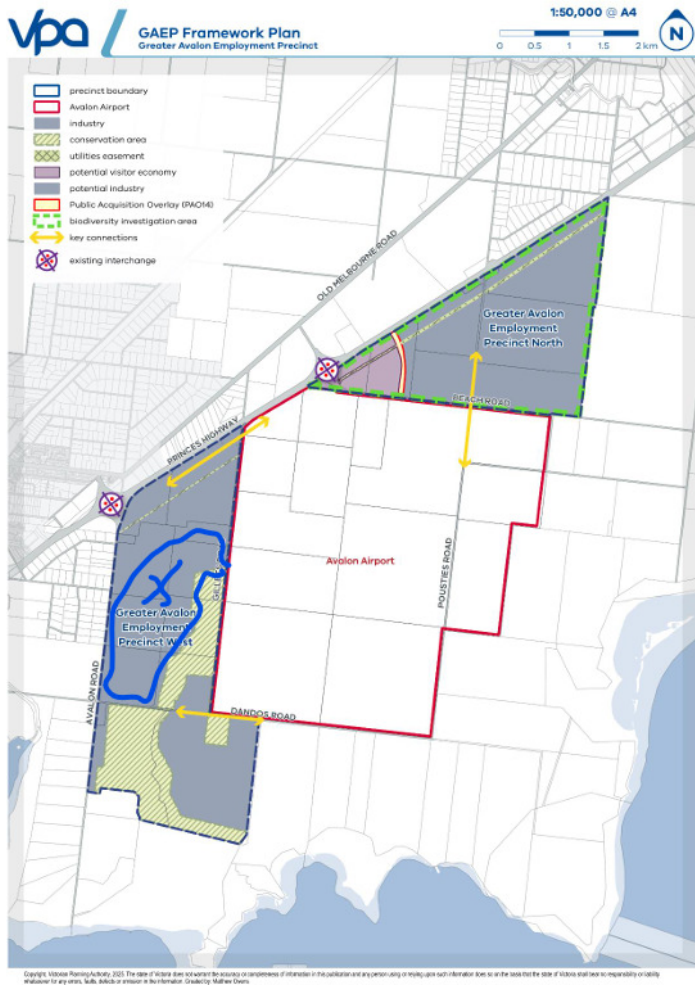
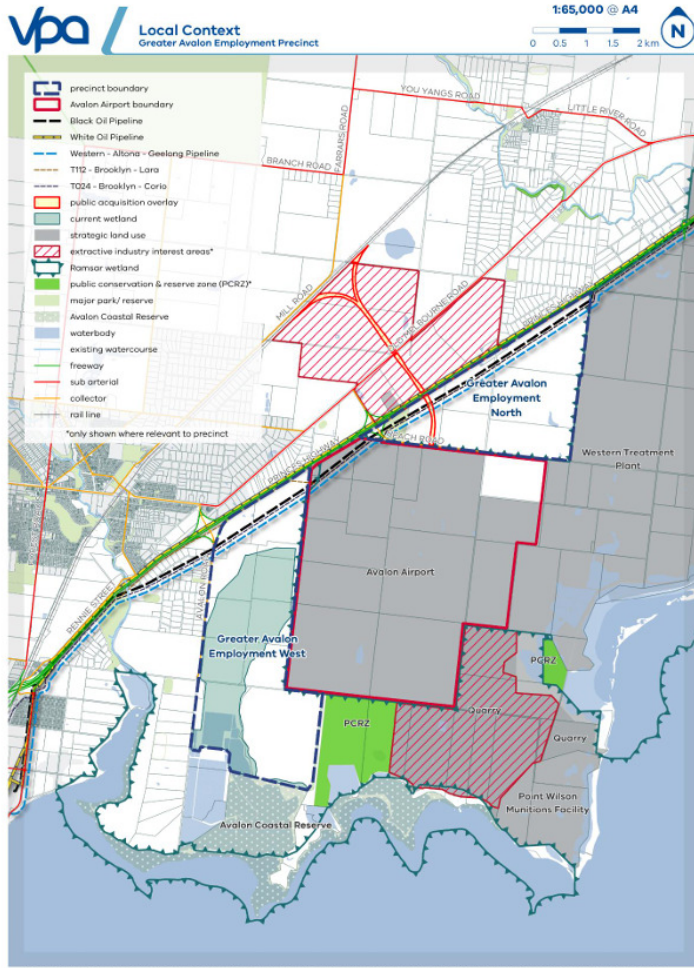
The historical maps indicate that the following area was previously used as salt evaporation pans on GAEP West. This image is from VICMAP Lara 7721-I NE zone 55 (see attached).







In the Background Report, the first diagram (and several others) aligns with this historical area; however, a later diagram appears to show a much larger area incorrectly;



From my perspective, the historical larger area should be considered the minimum non-developable area. That said, I believe this still understates the potential under-surface creep of salt and other mineral contamination, which could further reduce the developable area significantly.

Does this interpretation make sense to you?

Could you kindly confirm receipt of this email and share your thoughts?

I look forward to hearing from you.

Regards 