



**PROPOSED PLANNING SCHEME
AMENDMENT GC104**
CONSULTATION REPORT

JUNE 2019



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EXECUTIVE SUMMARY

This report provides a summary of consultation completed to date to understand the views of affected parties in relation to the Waurm Ponds Train Maintenance and Stabling Facility (the Facility), as covered by the proposed Planning Scheme Amendment GC104 (PSA GC104).

In the 2015-16 budget, the Victorian Government allocated \$115 million to build a train maintenance and stabling facility at Waurm Ponds to provide much needed storage capacity for the growing fleet of trains that will service the Geelong line.

Between 2007 and 2017, the Department of Transport (DoT) and Public Transport Victoria (PTV) completed a site selection process, prepared an initial concept design, and commenced land, planning and environment investigations for the proposed Facility at Waurm Ponds. PTV also undertook engagement with key stakeholders and the community during this period.

Following the transfer of the project from PTV in 2018, Rail Projects Victoria (RPV) continued to progress the design and development of the proposed Facility. The Facility is planned to be built in stages, with stage one proposed to be delivered by RPV as part of the contract for the Geelong and Warrnambool line upgrades.

Consultation activities have included:

- Phone conversations and meetings with the landowners of the site selected for the proposed Facility.
- Correspondence with lawyers acting on behalf of the landowners of site selected for the proposed Facility.
- Correspondence and meetings with local councils, government agencies and key stakeholders.
- Letters and project information distributed to local residents and the community.

ENGAGEMENT WITH THE LANDOWNERS OF THE SITE SELECTED FOR THE PROPOSED STABLING FACILITY

The proposed site for the Waurm Ponds Train Maintenance and Stabling Facility comprises part of 255 Reservoir Road, Waurm Ponds, which is located south of the rail corridor between Pettavel Road and Bogans Lane (shown in Figure 1), approximately four kilometres southwest of Waurm Ponds Station.

The land proposed for the site is a family-owned farming property.

The landowners have expressed strong objection to the proposed Facility and any land acquisition required. All communications have been directed through their legal representatives since August 2015.

STAKEHOLDER ENGAGEMENT

Stakeholder and community engagement involved seeking feedback via a submissions process, which took place between September and October 2017. This period was extended by two weeks to provide additional time for respondents to make submissions.

Engagement has involved the following key stakeholders:

STAKEHOLDER TYPE	STAKEHOLDER ORGANISATIONS
Local government	<ul style="list-style-type: none">• City of Greater Geelong Council• Surf Coast Shire Council
Government agencies	<ul style="list-style-type: none">• Department of Jobs, Precincts and Regions (formerly Economic Development, Jobs, Transport and Resources) – Earth Resources Regulation• Department of Transport (formerly Economic Development, Jobs, Transport and Resources) – Barwon South West Region• Department of Environment, Land, Water and Planning• Native Title Services Victoria
Statutory authorities	<ul style="list-style-type: none">• Barwon Water• Corangamite Catchment Management Authority• Southern Rural Water• VicRoads

STAKEHOLDER TYPE	STAKEHOLDER ORGANISATIONS
	<ul style="list-style-type: none"> • VicTrack • Environmental Protection Authority Victoria • Department of Transport (formerly Transport for Victoria) • Country Fire Authority – Barwon South West Region
Registered Aboriginal Parties	<ul style="list-style-type: none"> • Wathaurung Aboriginal Corporation
Businesses	<ul style="list-style-type: none"> • Boral Property Group • Downer Tenix – Infrastructure Services • Gas Networks – AusNet Services • NBN Co Limited • Powercor Australia

Of the stakeholder organisations contacted, seven provided feedback in writing. Submissions were received from Boral Property Group, City of Greater Geelong Council, Country Fire Authority – Barwon South West Region, Department of Jobs, Precincts and Regions – Earth Resources Regulation, Environmental Protection Authority Victoria, Southern Rural Water and VicRoads.

Key feedback themes received from stakeholders during the consultation period included:

Land use

- Requests for further information about the proposed Facility to ensure its design mitigates impact on surrounding land uses, both existing and future.

Environmental impacts

- Requests to produce a detailed Environmental Management Framework (EMF) to provide a framework for best-practice design and management of the proposed Facility.
- Requests for detailed environmental and social assessments to be undertaken to understand potential impacts on natural resources, surrounding infrastructure and land use.

Operational impacts

- Considerations for addressing construction and operational noise impacts, including from trains idling during the early morning hours (Noise from Industry in Regional Victoria (NIRV) guidelines).
- Considerations for managing risks associated with high risk activities including refuelling trains and storage of fuels and oils.

COMMUNITY ENGAGEMENT

Of the 45 letters sent to local residents and community members inviting them to submit feedback about plans for the proposed site and Facility, 14 written submissions were received.

Nine submitters wrote of their concerns about the proposed Facility or objected to it. Key feedback from local residents and community members included questions and issues raised about:

- impacts on the farmers, farming operations and livestock
- other sites considered for the Facility, including Boral landholdings
- impacts on native flora and fauna, including bird species
- timing of the project
- noise and lighting impacts
- traffic impacts, including increased traffic on local roads
- impacts on rural living (e.g. visual and noise impacts)
- health impacts (e.g. increased dust and effects for asthmatics living nearby)

- specifications and operations of the proposed Facility (e.g. days and times)
- development and rezoning of the land, including planning permits required
- compliance with Environmental Protection Authority Victoria guidelines and requirements
- future engagement and public meetings about the project.

Following on from these activities and the transfer of the project from PTV in 2018, RPV has continued to engage with the landowners of the proposed site and key stakeholders about the Facility, including the intention to seek a Planning Scheme Amendment to acquire the land and construct the Facility.

RESPONSE TO FEEDBACK

The proposed amendment documents, including the proposed Incorporated Document, have been drafted to address much of the feedback received, including for example:

- Stage one of the Facility has been designed to allow for the retention of the current occupational crossing used by the landowners of the proposed site.
- Mitigation approaches to address impacts of the project on the farming business as recommended by the Agronomist who undertook the Impact of Acquisition Assessment.
- The concept design for the Facility includes a perimeter road for vehicular movements to provide access for firefighting, as recommended by the Country Fire Authority.

Requests made in relation to amenity outcomes and/or construction impacts will be addressed once the project achieves contract award and enters the detailed design phase.

1. ABOUT THIS REPORT

This report provides a summary of consultation completed to date to understand the views of affected parties in relation to the Waurm Ponds Train Maintenance and Stabling Facility (the Facility), as covered by the proposed Planning Scheme Amendment GC104 (PSA GC104).

PTV led the consultation prior to the transfer of the project in 2018 to RPV. Since 2018, RPV has continued engaging with the landowners of the site selected for the proposed Facility and stakeholders, including local councils, government agencies and statutory authorities, about the revised concept design for the Facility and its proposed staged delivery.

2. INTRODUCTION

PROJECT BACKGROUND

Geelong is the fastest growing regional city in Victoria. The Geelong line is the busiest corridor on the regional rail network and has experienced the highest rate of growth over the past 10 years.

The Geelong line has had 301 new train services added since 2015. Extra VLocity carriages have also added capacity on high-demand services.

With current stabling on the Geelong line and across the V/Line network at capacity, a new maintenance and stabling facility at Waurn Ponds is required to provide much needed storage capacity for the growing fleet of trains that will service the Geelong line.

In the 2015-16 budget, the Victorian Government allocated \$115 million to build a train maintenance and stabling facility at Waurn Ponds. RPV is responsible for delivering the project on behalf of the Victorian Government.

Between 2007 and 2017, a site selection process was completed by DoT and PTV, and a site was identified for the proposed Facility. PTV prepared an initial concept design, undertook land, planning and environment investigations and engaged with key stakeholders and the community.

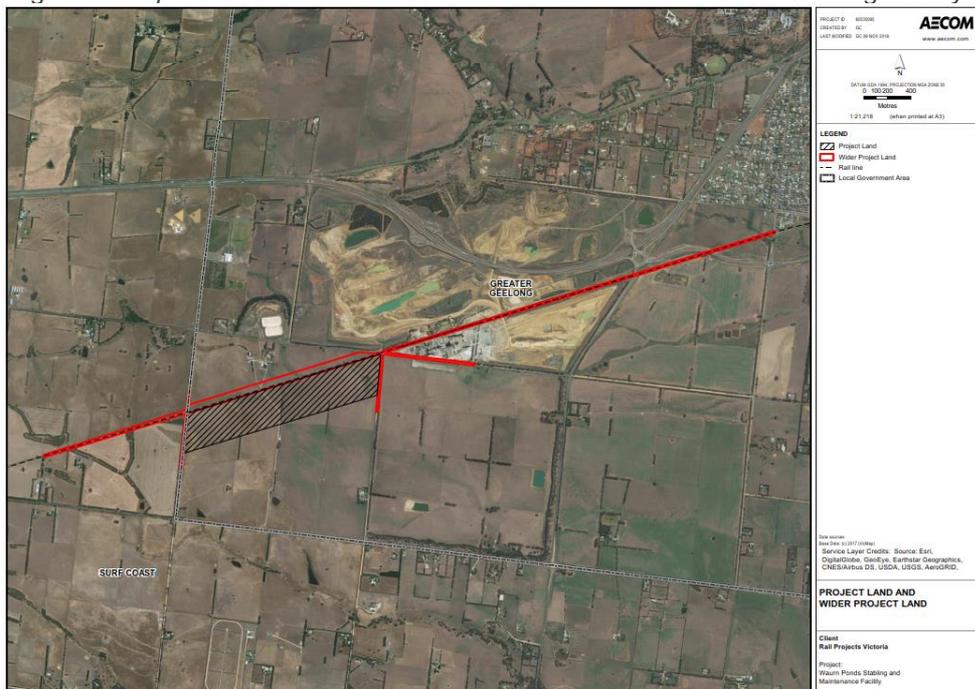
The proposed site comprises part of 255 Reservoir Road, Waurn Ponds, which is located south of the rail corridor between Pettavel Road and Bogans Lane (shown in Figure 1), approximately four kilometres southwest of Waurn Ponds Station.

During 2018, RPV completed further investigations and analysis around the future needs of train stabling for the Geelong line and determined a larger facility would be required in Waurn Ponds.

Following on from further design and planning work, the Facility is planned to be built in stages, with the first stage being delivered by RPV as part of the contract for the Geelong and Warrnambool line upgrades.

Stage one is proposed to occupy an area of approximately 11 hectares, comprising six stabling tracks to store and refuel trains. Stage two of the Facility is intended to include additional stabling, a maintenance facility, including a train wash plant and bio-wash, expanded staff and driver amenities, and administration and training facilities. The timing of stage two works is subject to further government decision making.

Figure 1: Proposed location of Waurn Ponds Train Maintenance and Stabling Facility



3. CONSULTATION PROCESS

Following the announcement of the State Government's \$115 million investment in a new maintenance and stabling facility for the region in May 2015, PTV commenced stakeholder and community engagement about the proposed Facility.

Activities included:

- Phone conversations and meetings with the landowners of the site selected for the proposed Facility.
- Correspondence with lawyers acting on behalf of the landowners of the site selected for the proposed Facility.
- Correspondence and meetings with local councils, government agencies and key stakeholders.
- Letters and project information distributed to nearby residents and the community.

Stakeholder and community engagement involved seeking feedback via a submissions process, which took place between September and October 2017. This period was extended by two weeks to provide additional time for stakeholder and community respondents to make submissions.

Following this process, all respondents received a letter referencing their submission with further information attached which addressed the common themes raised in the feedback provided.

All stakeholders, including those who did not provide feedback, also received additional correspondence with further information.

From 2018 onwards, RPV has engaged with the landowners of the site selected for the proposed Facility and other stakeholders, including local councils, government agencies and statutory authorities.

Key consultation activities undertaken by PTV and RPV are summarised in sections to follow.

ENGAGEMENT WITH THE LANDOWNERS OF THE SITE SELECTED FOR THE PROPOSED FACILITY

At an initial meeting in August 2015, the landowners of the site selected for the proposed Facility expressed strong objection to the proposed Facility and any land acquisition required. Following this meeting, they requested all future communication be directed through their legal representatives.

Consultation with the landowner has been ongoing since 2015, and has included:

- phone conversations
- face-to-face meetings
- letters and emails.

Following the initial meeting in August 2015, PTV received media enquiries about the project. Subsequent news articles were published in September 2015. A summary of related media releases and coverage is provided in Appendix 1.

Following the transfer of the project from PTV, RPV commenced consultation with the landowners of the proposed site via their legal representatives in August 2018, writing a letter to them to introduce RPV as the agency responsible for the delivery of stage one of the Facility.

Following further correspondence, RPV met with the landowners and their legal representatives in March 2019 to provide detailed information about the revised concept design, project requirements and the proposed staged delivery of the Facility.

Consultation has continued during April and May 2019. A summary of consultation with the landowners of the proposed site can be found in Appendix 2.

STAKEHOLDER ENGAGEMENT

Engagement has involved the following key stakeholders:

STAKEHOLDER TYPE	STAKEHOLDER ORGANISATIONS
Local government	<ul style="list-style-type: none"> • City of Greater Geelong Council • Surf Coast Shire Council
Government agencies	<ul style="list-style-type: none"> • Department of Jobs, Precincts and Regions (formerly Economic Development, Jobs, Transport and Resources) – Earth Resources Regulation • Department of Transport (formerly Economic Development, Jobs, Transport and Resources) – Barwon South West Region • Department of Environment, Land, Water and Planning • Native Title Services Victoria
Statutory authorities	<ul style="list-style-type: none"> • Barwon Water • Corangamite Catchment Management Authority • Southern Rural Water • VicRoads • VicTrack • Environmental Protection Authority Victoria • Department of Transport (formerly Transport for Victoria) • Country Fire Authority – Barwon South West Region
Registered Aboriginal Parties	<ul style="list-style-type: none"> • Wathaurung Aboriginal Corporation
Businesses	<ul style="list-style-type: none"> • Boral Property Group • Downer Tenix – Infrastructure Services • Gas Networks – AusNet Services • NBN Co Limited • Powercor Australia

As part of stakeholder engagement activities, stakeholder organisations were invited to provide a written submission. A full list of stakeholders, including key contact details, can be found in Appendix 3.

Written feedback was received from seven of the stakeholder organisations contacted, including:

- Boral Property Group
- City of Greater Geelong Council
- Country Fire Authority – Barwon South West Region
- Department of Economic Development, Jobs, Transport and Resources – Earth Resources Regulation
- Environmental Protection Authority Victoria
- Southern Rural Water
- VicRoads.

From 2018, RPV continued design and planning work on the Facility. This has involved preparing an updated concept design, undertaking further land, planning and environment investigations, and drafting a Planning Scheme Amendment to facilitate land acquisition and development of the project.

During 2019, RPV re-engaged with Barwon Water, Boral Property Group, City of Greater Geelong Council, the Department of Jobs, Precincts and Regions – Earth Resources Regulation, Environmental Protection Authority Victoria and Surf Coast Shire Council, to provide updated information about the project, including the revised concept design and the proposed staged delivery of the Facility.

Stakeholder feedback and the project responses are summarised in section 4.2.

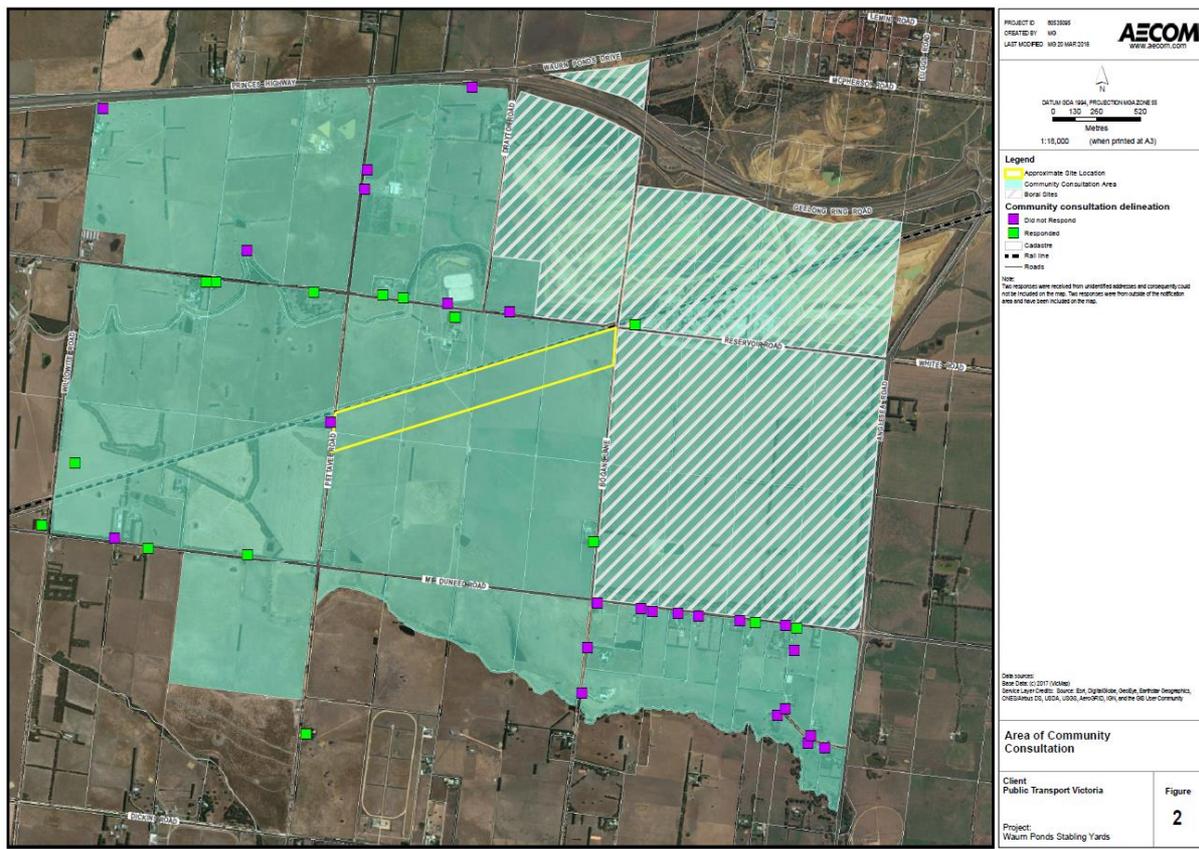
COMMUNITY ENGAGEMENT

The consultation activities with local residents and the community included:

DATE	ACTIVITY	EXAMPLE
September 2017	Letters were sent to local residents and the community about the project, providing them with an opportunity to submit feedback	Appendix 4
September 2017	Project information distributed with the initial letters	Appendix 5
October 2017	A second letter was sent to local residents and the community to advise them of the extended feedback period	Appendix 6
December 2017	Letters were sent post-feedback period, which included further project information addressing the common themes raised in feedback	Appendix 7

A targeted approach to engaging with the community was adopted by PTV. Figure 2 shows the consultation area which identifies local residents and community members contacted by PTV.

Figure 2: Map showing area of community consultation



Of the 45 letters sent to local residents and community members inviting them to submit feedback about plans for the proposed site and the Facility, 14 written submissions were received.

A summary of the feedback gathered, and issues raised during the consultation process, is provided in section 4.3.

4. FEEDBACK AND KEY ISSUES RAISED

This section summarises the feedback received from landowners of the proposed site, key stakeholders, local residents and the community.

FEEDBACK FROM LANDOWNERS OF THE SITE SELECTED FOR THE PROPOSED FACILITY

Consultation with the landowners of the site selected for the proposed Facility has been ongoing since August 2015. The landowners have expressed strong objection to the proposed Facility and any land acquisition required.

Key feedback and issues raised in relation to the proposed Facility include:

- concerns about impacts on farming operations
- impacts on access to the occupational crossing
- concerns about the continued viability of their farming business
- questions about the selection process and alternative sites considered
- requests for further investigations into alternative sites, including requests to acquire Boral land for the Facility instead of their land
- questions about the acquisition process, including legal costs and compensation
- requests for further studies and investigations (ecologist, agronomist and social planner).

There has been concern raised about maintaining access to the existing occupational crossing that connects two parts of the landowner's property located on either side of the tracks. In responding to this concern, stage one of the Facility has been designed to retain the existing crossing.

Specialist Assessments have been undertaken, including an Impact of Acquisition Assessment and a V/Line Assessment of the occupational crossing. It is expected that the existing crossing that serves the central farm laneway will remain in operation at its current location, potentially with some modifications during stage one.

RPV will continue to engage with the landowners to ensure impacts on farming operations are mitigated as much as possible. This includes impacts that may result from stage two works.

A Development Plan is required as part of the proposed Incorporated Document. This Plan must provide detail on works related to the replacement or reinstatement of farming infrastructure on adjoining land, including vehicle access and rail crossings, as relevant.

The landowners provided written submissions and their feedback and project responses are reflected in section 4.3.

A summary of consultation with the landowners of the site selected for the proposed Facility can be found in Appendix 2.

FEEDBACK FROM KEY STAKEHOLDERS

Table 1 below outlines issues raised in stakeholder submissions during consultation and the project responses.

Table 1: Stakeholder submissions feedback and project responses

FEEDBACK	RESPONSE
BORAL PROPERTY GROUP	
<ul style="list-style-type: none"> • Raised concerns about how the proposed Facility would impact on Boral's existing operations and future plans for a nearby site. • Boral has been investigating alternative uses of this site and provided a submission to Council which seeks approval for the redevelopment of the site. • Requested further information about the proposed Facility to ensure the design mitigates impact on surrounding land uses, both existing and future. 	<ul style="list-style-type: none"> • PTV met with Boral on 2 February 2018 to further discuss land use. • RPV notes Boral's submission and is continuing to engage as the project progresses.
CITY OF GREATER GEELONG	
<ul style="list-style-type: none"> • Requested an assessment of local hydrology and any impacts on natural resources, including waterways and drainage lines. • Expressed interest in reviewing assessments for land use, biodiversity, heritage, noise, lighting and agronomy. • Also expressed interest in sighting weed and seed inspections, geotechnical investigations and outcomes of feature and boundary surveys for the proposed site. • Recommended a detailed Traffic Impact Assessment and Social Impact Assessment be undertaken. 	<ul style="list-style-type: none"> • Specialist assessments for the Project have been undertaken for: <ul style="list-style-type: none"> ○ Acquisition ○ Ecology and biodiversity ○ Cultural and historic heritage ○ Geotechnical investigations ○ Stormwater ○ Lighting ○ Bushfire ○ Transport ○ Noise and acoustics ○ Landscape and visual impact ○ Social impact • A Stormwater Management Plan has been prepared in response to City of Greater Geelong's <i>Stormwater Management Guidelines</i>. The proposed Incorporated Document responds to these assessments through the use of conditions relating to Development Plans, the Environmental Management Framework, Native Vegetation and Floodplain Management, among others.
COUNTRY FIRE AUTHORITY – BARWON SOUTH WEST REGION	
<ul style="list-style-type: none"> • Recommended the site layout incorporate a ring road on the inside perimeter. This ring road would help to retain fires initiated within the facility to the facility grounds and provide better brigade access to Facility assets. • Expressed interest in any structural fire safety and dangerous good aspects of the Facility at a state level during design. • Encouraged local level engagement with responding brigades once construction is completed, to assist with an induction process at the Facility. 	<ul style="list-style-type: none"> • The Bushfire Assessment and Development Report demonstrates how the Facility will respond to Victorian planning and building controls relating to bushfire, specifically the requirements of the Bushfire Prone Area (BPA) and <i>Clause 13.05 Bushfire</i>. • The recommendations of the assessment will inform the design and the development of the Facility. • The concept design for the facility includes a perimeter road as recommended by the Country Fire Authority.

FEEDBACK	RESPONSE
DJPR – EARTH RESOURCES REGULATION	
<ul style="list-style-type: none"> Advised the location of the proposed Facility directly abuts land that has a current Work Authority (WA63) – site could be affected by extractive activities including noise, amenity and ground vibration. DJPR requires an updated risk assessment to be undertaken under the provisions of the <i>Mineral Resources (Sustainable Development) Act 1990</i>, as the proposal would be considered to be a significant risk. 	<ul style="list-style-type: none"> PTV noted that the Facility and Project Area are not proposed on the land that has the Work Authority (WA63). RPV notes ERR’s submissions and is continuing to engage with ERR in relation to its expectations and requirements.
ENVIRONMENTAL PROTECTION AUTHORITY VICTORIA	
<p>Key feedback related to:</p> <ul style="list-style-type: none"> Management of high-risk activities, including refuelling trains and storage of fuels and oils. Management of wastewater run-off and risks associated with contamination to soil, surface water and groundwater from leaks and spills. Implementation of procedures and training for all personnel and best-practice facilities to minimise risk. Assessment of the proposed Facility by an environmental consultant, experienced in storage and handling risks associated with hazardous liquids. Provision of a detailed Environmental Management Plan (EMP) to provide a framework for best-practice design and management of the proposed Facility. Consideration of noise impacts from trains idling during the early morning hours – recommended levels set out in the Noise from Industry in Regional Victoria (NIRV) guidelines. 	<ul style="list-style-type: none"> Preparation of the proposed amendment GC104, the Incorporated Document and the design and development of the Facility are informed by specialist investigations and will ensure the construction and operation of the Facility is consistent with relevant Environmental Protection Authority (EPA) Victoria requirements and guidelines. A Stormwater Management Plan and Noise Impact Assessment have been prepared, the recommendations of which will be implemented through the proposed Incorporated Document. The proposed Incorporated Document requires the preparation of an Environment Management Framework (EMF) which will address the construction stage of the project. The Development Plan required by the Incorporated Document will address the design and operation of the Facility.
SOUTHERN RURAL WATER	
<p>Key feedback related to:</p> <ul style="list-style-type: none"> Implementing seepage and sediment run-off controls during construction to prevent contamination. Preventing fuels, oils or other deleterious substances from entering groundwater and waterways. Ensuring works do not interfere or impact on any waterway without the responsible authority approval. <p>Note: Take and use license required (Section 51 or 67 of the <i>Water Act 1989</i>) if works impact on groundwater or include use of water from both surface water and groundwater, or from a catchment dam, soak or spring.</p>	<ul style="list-style-type: none"> A Stormwater Management Plan has been prepared and responds to the matters raised by Southern Rural Water. The Incorporated Document responds to the recommendations of the Stormwater Management Plan. The Facility will be designed to ensure any refuelling will be performed inside a bunded area which will prevent any spills from entering groundwater or any waterway. The proposed Incorporated Document requires the preparation of an Environment Management Framework (EMF) which will address the construction stage of the project. The Development Plan required by the Incorporated Document will address the design and operation of the Facility.

FEEDBACK	RESPONSE
VICROADS	
<ul style="list-style-type: none"> Advised that the proposal is unlikely to impact any VicRoads arterial road networks. Should the proposal result in significant traffic impacts, either during the construction phase or as part of the ongoing operation of the Facility, a traffic management plan would be necessary. This plan would need to include traffic impacts at locations where construction traffic is turning on or off arterial roads. 	<ul style="list-style-type: none"> Noted. A Transport Impact Assessment has been prepared for the Facility, addressing both construction and operation stages.

During 2019, RPV has re-engaged with stakeholders to provide them with updated information about the Project, including the revised concept design and the proposed staged delivery of the Facility.

Table 2: Further stakeholder feedback and project responses

FEEDBACK	RESPONSE
BARWON WATER	
<ul style="list-style-type: none"> Requested clarity on the application of the Public Acquisition Overlay (PAO) north of the rail corridor, which includes a section of Barwon Water owned land. Requested further consideration be given to water connections to the Facility. Discussed future water infrastructure projects on the south side of the rail line (5-10-year timeline). 	<ul style="list-style-type: none"> RPV provided further information about the PAO area north of the rail corridor. RPV will continue to engage with Barwon Water during planning and Facility development processes as appropriate in relation to the interaction with their assets.
CITY OF GREATER GEELONG	
<ul style="list-style-type: none"> Requested that feedback and issues raised with PTV in previous Council submission are responded to. Questioned why the Facility is proposed to be located on agricultural land. Requested ongoing engagement and the opportunity to participate in formal planning approval process. 	<p>In addition to the project response to City of Greater Geelong feedback in Table 1:</p> <ul style="list-style-type: none"> The proposed location for the Facility was selected from 12 potential sites based on its ability to meet operational and design requirements. The site selection process is summarised in the Planning Report Section Two. The Project impacts a small percentage of viable agricultural land within the region. The findings of the Social Impact Assessment and Impact of Acquisition Assessment separately conclude that impacts can be managed and are acceptable in the context of the Project.
DJPR – EARTH RESOURCES REGULATION	
<ul style="list-style-type: none"> Requests that no Buildings be located within 200 metres of the boundary of the Boral quarry work authority area. 	<ul style="list-style-type: none"> RPV notes ERR's submissions and will continue to engage with ERR in relation to their expectations and requirements at the next stage of the design process.

FEEDBACK	RESPONSE
SURF COAST SHIRE	
<ul style="list-style-type: none"> Requested to review the full suite of documents and specialist reports. Requested ongoing engagement and opportunity to participate in formal planning approval process. Commented that the Incorporated Document is quite general and not all matters are specifically listed. This could make it more difficult for constituents to understand and comment on impacts. 	<ul style="list-style-type: none"> The Incorporated Document requires the preparation of a Development Plan(s) and EMF. The conditions of the Incorporated Document address various findings and recommendations of the specialist reports prepared in support of the PSA. The Incorporated Document requires that both Surf Coast Shire Council and the City of Greater Geelong Council be consulted in preparation of a Development Plan and EMF.

FEEDBACK FROM LOCAL RESIDENTS AND THE COMMUNITY

Of the 45 local residents and community members invited to provide feedback, 14 made a written submission.

The responses received indicated significant concerns and opposition to the proposed Facility.

Table 3 below outlines key issues raised by local residents and the community during consultation and the project responses.

A detailed summary of submissions is provided in Appendix 9.

Table 3: Local resident and community feedback and project responses

FEEDBACK	RESPONSE
TRAFFIC AND TRANSPORT	
<ul style="list-style-type: none"> Concerns about impacts on local roads from heavy vehicle and truck movements, especially Pettavel Road and Bogans Lane. This included questions about whether new roads would be created, or existing gravel roads sealed, to accommodate increased traffic and reduce dust. Feedback called for the creation of safe entry and exit points to the Facility, in addition to managing safety on nearby level crossings, including Ghazepore Road and Reservoir Road. 	<ul style="list-style-type: none"> RPV will work closely with its delivery contractor to manage construction impacts. Traffic generated by construction vehicles is expected to be typical of a major infrastructure project. Road traffic during construction, including any temporary diversions or road closures, will be managed under a Traffic Management Plan. A Transport Impact Assessment has been prepared for the Project. This assessment recommends major site access routes to and from the Geelong Ring Road and Princes Highway, with access to the stage one facility from Bogans Lane. Vehicles would be expected to exit the site the same way. The proposed Incorporated Document responds to the Transport Impact Assessment containing conditions related to the preparation of a Development Plan that contains site layout plans and vehicle access points.

FEEDBACK	RESPONSE
LANDSCAPE AND VISUAL	
<ul style="list-style-type: none"> Concerns raised about impacts on the rural lifestyle and amenity of country properties as a result of the Facility being built. Further questions were raised about the location of buildings on the proposed site, including the height, size and particular use of any potential buildings. Respondents believe the Facility will disrupt their quiet enjoyment of the landscape and surrounding area, creating visual impacts for neighbouring residences that could affect the market value of their properties. 	<ul style="list-style-type: none"> The Facility is planned to be built in stages. Stage one is proposed to occupy an area of approximately 11 hectares, comprising of six stabling tracks to store and refuel trains. Buildings for Stage one are minimal and would include temporary site sheds to service construction works and a small cleaner's store and driver amenities building. Stage two of the Facility is intended to include additional stabling, a maintenance Facility, including a train wash plant and bio-wash, expanded staff and driver amenities, and administration and training facilities. RPV will consider mitigation measures and design treatments to reduce potential impacts on the local community. This would involve implementing appropriate design responses to minimise visual impact by using vegetation screening and other methods. A Noise Impact Assessment has been prepared and proposes a noise mitigation response for Stage one of the Facility in line with the Noise from Industry in Regional Victoria (NIRV) guidelines.
CONSTRUCTION AND OPERATIONAL IMPACTS	
<ul style="list-style-type: none"> Questions were raised about the timing and delivery of various stages of the project. Specific concerns were raised about increased noise and dust as a result of construction activities and vehicle access. Further concerns centred on hours and days of operation, including managing light spill and compliance with the State Environmental Protection Policy (Control of Noise from Industry Commerce and Trade) SEPP N-1. Specific questions were raised about whether noise walls or barriers would be constructed to ameliorate noise. Respondents also raised concerns about cumulative impacts on air quality from the Facility and activities at Boral sites. This included concerns about increased nitrogen dioxide which could trigger asthma attacks and other respiratory disorders. Other feedback noted concerns about environmental impacts on migratory bird species, native vegetation, soil damage and safeguarding stormwater and drainage flows from contamination. 	<ul style="list-style-type: none"> The Facility is planned to be built in stages. Subject to planning approvals, construction of Stage one is anticipated to begin in 2021. The timing for delivery of Stage two is subject to further government decision-making. Stage one is not expected to operate 24/7, but the Facility would operate early in the morning before the start of train services, until late at night, following the last service. A Lighting Design Requirements and Recommendations Report has been prepared for the Project and its recommendations have influenced the proposed Incorporated Document. Modern lighting technology and design criteria will aim to address light spill from the Facility while maintaining the required standards of lighting for the Facility. A Noise Impact Assessment has been prepared and proposes a noise mitigation response for Stage one of the Facility in line with the Noise from Industry in Regional Victoria (NIRV) guidelines. RPV and its delivery contractor will comply with all policies around air quality and noise impacts during construction. Potential impacts will be managed in accordance with an Environmental Management Framework (EMF) and Environmental Performance Requirements (EPRs) approved by the Minister for Planning. The proposed Incorporated Document requires an EMF to be prepared to establish targets and objectives for environmental management during the construction of the Project. An Ecology Assessment was completed to identify ecological values and constraints and to inform planning and environmental approvals. This assessment determined the Project would have no impact on protected flora and fauna under the <i>Environment Protection and Biodiversity Conservation Act 1999</i>. Any vegetation clearance and offsetting would be undertaken in accordance with State requirements.

FEEDBACK	RESPONSE
	<ul style="list-style-type: none"> The Incorporated Document also responds to the recommendations of the Stormwater Management Plan to develop appropriate water management and controls in line with Environmental Protection Authority (EPA) guidelines.
PROPERTY IMPACTS AND LAND ACQUISITION	
<ul style="list-style-type: none"> Questions were received about the site selection process. Many respondents expressed a preference to see industrial land used for the Facility (e.g. Boral site nearby) instead of agricultural land. Concerns were raised about potential impacts on farming productivity and effects on local primary producers. Feedback highlighted concerns about impacts to farming operations, particularly at 255 Reservoir Road. Some concerns were raised about whether acquisition compensation would be sufficient for impacted landowners. Questions about changes to access for livestock and impacts on farm safety and the handling of animals were also raised, some respondents noting that sudden noises, such as train horns, brakes or regular shunting works, could startle livestock. 	<ul style="list-style-type: none"> The proposed location for the Facility was selected from 12 potential sites based on its ability to meet operational and design requirements. The site selection process is summarised in the Planning Report Section Two. A Social Impact Assessment and Impact of Acquisition Assessment was undertaken for the Project. This assessment indicated that the Facility would prompt a change to the pattern of agricultural production for the property on which the stabling is proposed to be located. The Project will have an impact on the directly affected property and this impact can be mitigated and minimised as detailed in the Agronomist report. The Facility is likely to have negligible impact on the overall farming activity in the local area. Subject to planning approval, property acquisition for the proposed site will be undertaken in accordance with the <i>Land Acquisition and Compensation Act 1986</i>. RPV is committed to working closely and respectfully with affected landowners throughout this process. An Impact of Acquisition Assessment has been carried out for the proposed site by a consultant Agronomist. RPV is committed to working with the affected landowners on a solution to ensure the property can continue to operate as a viable agricultural business.
PLANNING PROCESS AND COMMUNITY ENGAGEMENT	
<ul style="list-style-type: none"> Respondents asked questions about the use and development of the land, including rezoning, planning approvals and permit requirements. The majority of respondents were opposed to the proposed Facility and wanted to know more about formal objection and appeals processes. Some respondents requested further studies be undertaken on alternative sites. Respondents asked for more information to be distributed and further engagement activities to be undertaken, including public meetings and forums. 	<ul style="list-style-type: none"> The proposed amendment, GC104, would be the central planning approval for the Project. It will have no impact on planning zones outside the Project Land. Large-scale projects such as this require significant planning and design and extensive studies to be undertaken to understand potential impacts. Stakeholder and community feedback has and will continue to play an important role in RPV's development of the Project. As part of the formal planning approval process, feedback on the project will be sought from landowners and residents, community members, councils and regulatory authorities and other stakeholder groups.

5. SUMMARY OF OUTCOMES

The design and development of the project responds to concerns and comments expressed by the landowners of the site selected for the proposed Facility, local residents, the community, stakeholders and government agencies.

Concerns have been responded to through a range of assessments that have been conducted and the conditions in the proposed Incorporated Document that seek to ensure that impacts will be addressed.

The proposed amendment documents, including the draft Incorporated Document, have been drafted to address much of the feedback received from stakeholders and the community, including:

- Stage one of the Facility, which has been designed to allow for the retention of the current occupational crossing used by the landowners of the proposed site.
- Mitigation approaches to address impacts of the project on the farming business as recommended by the Agronomist who undertook the Impact of Acquisition Assessment.
- The concept design for the Facility includes a perimeter road for vehicular movements to provide access for firefighting brigades as recommended by the Country Fire Authority.

Requests made in relation to amenity outcomes and/or construction impacts will be addressed once the project achieves contract award and enters into the detailed design phase.

NEXT STEPS

RPV intends to request that the Minister for Planning prepare, adopt and approve the PSA, under section 20(4) of the *Planning and Environment Act 1987* (Vic), noting the Minister may choose to refer the proposed changes to the Government Land Standing Advisory Committee (GLSAC) for consideration under section 20(5) of the *Planning and Environment Act 1987* (Vic).

Feedback from stakeholders and communities interested in proposed PSA GC104 has been integrated with the planning and design process to help inform the development of the Project.

RPV and its delivery contractor will continue to engage with the local community and key stakeholders during the planning, design and delivery of the proposed Facility. This engagement will be guided by the Community and Stakeholder Engagement Management Plan for the project, and governed by the relevant Environmental Performance Requirements.

APPENDICES

APPENDIX 1: SUMMARY OF MEDIA RELEASES AND COVERAGE

DATE	RELEASED BY	TITLE	SOURCE
01/05/2015	Premier of Victoria	<u>\$257 Million For New Regional Trains and Local Jobs</u>	Victorian Government Media Release
01/05/2015	Courtney Crane	<u>State Government commits to more V/Line carriages and Waurn Ponds maintenance and stabling train yard</u>	The Geelong Advertiser
23/09/2015	Chris McLennan	<u>Victorian Government train plan cuts historic Mt Duneed property in two</u>	The Weekly Times
30/09/2015	Chris McLennan	<u>Victorian Government presses ahead with plans to buy farm for train yard</u>	The Weekly Times
27/07/2016	Chris McLennan	<u>Outrage at Duneed farm rail shunt</u>	The Weekly Times

APPENDIX 2: SUMMARY OF CONSULTATION WITH THE LANDOWNERS OF THE SITE SELECTED FOR THE PROPOSED FACILITY

DATE	CONSULTATION ACTIVITY	DISCUSSION
2015	Three phone conversations One on-site meeting	Land acquisition Project specifics, including site options and suitability assessments Site investigations
2016	Two phone conversations (legal representatives) Three emails – PTV Legal to Aitken Partners One in-person meeting (off-site) One email – PTV (C&E Advisor) to Aitken Partners	Land acquisition Confirmation of materials provided to the landowner under the FOI request 3 Sept 2016 Outlined the process for the Planning Scheme Amendment for a Public Acquisition Overlay (PAO) Request received: <ul style="list-style-type: none"> • Email preferred communication method confirmed • Nature of works to be undertaken • Farming operations • Impacts testing works will have on farming operations • Alternative land options
2017	Three emails – PTV Legal to Aitken Partners One letter – email attachment	Public submission period – timing and extension Project information Land access
2018	Three letters – PTV Legal to Aitken Partners One letter – RPV to Aitken Partners	Land access Site investigations RPV to be responsible agency for the delivery of Stage one Release of the Expression of Interest (EOI) for the works package

DATE	CONSULTATION ACTIVITY	DISCUSSION
2019	Several emails and letters – RPV Legal to Aitken Partners One meeting	Land acquisition Planning Scheme Amendment process Revised concept design Site investigations: <ul style="list-style-type: none"> • Geotechnical • Land surveys • Cultural heritage

APPENDIX 3: STAKEHOLDER CONTACT LIST

ORGANISATION	ADDRESS
Barwon Water	PO Box 659, Geelong VIC 3220
Boral Property Group	PO Box 6041, North Ryde NSW 2113
City of Greater Geelong Council	PO BOX 104, Geelong VIC 3220
Corangamite Catchment Management Authority	PO Box 159, Colac VIC 3250
Country Fire Authority – Barwon South West Region	PO Box 586, North Geelong VIC 3215
Department of Jobs, Precincts and Regions – Earth Resources Regulation	PO Box 4509, Melbourne VIC 3001
Department of Transport – Barwon South West Region	PO Box 775, Geelong VIC 3220
Department of Environment, Land, Water and Planning	PO Box 103, Geelong VIC 3220
Downer Tenix – Infrastructure Services	Unit 3/50 Cyanamid Street, Laverton North VIC 3026
Environment Protection Authority Victoria	GPO Box 4395, Melbourne VIC 3001
Gas Networks / AusNet Services – New Estate Referrals	Level 30/2 Southbank Boulevard, Southbank VIC 3006
Native Title Services Victoria	PO Box 431, North Melbourne VIC 3051
NBN Co Limited	Level 40/360 Elizabeth Street, Melbourne VIC 3000
Powercor Australia	PO Box 185, Geelong VIC 3220
Public Transport Victoria – Referrals	PO Box 4274, Melbourne VIC 3001

ORGANISATION	ADDRESS
Southern Rural Water	PO Box 153, Maffra VIC 3860
Surf Coast Shire Council	PO BOX 350, Torquay VIC 3228
VicRoads – South West Region	PO Box 775, Geelong VIC 3220
VicTrack	Level 8/1010 La Trobe Street, Docklands VIC 3008
Wathaurung Aboriginal Corporation	PO Box 734, Ballarat VIC 3353

APPENDIX 4: INITIAL PROJECT LETTER



27 September 2017

Dear [REDACTED]

**WAURN PONDS TRAIN MAINTENANCE AND STABLING FACILITY (FACILITY) – PART OF
255 RESERVOIR ROAD MOUNT DUNEED VICTORIA 3214 (PROPERTY) - CONSULTATION**

Public Transport Victoria (PTV) is developing a Train Maintenance and Stabling Facility (Facility) in Waurn Ponds to ultimately deliver more trains, more often to the growing Geelong region.

A suitable site for the Facility has been identified as part of the planning phase for the future Facility.

Part of the property, 255 Reservoir Road, Mount Duneed has been identified as the preferred site for the Facility because it meets current operational requirements and has the capacity to accommodate future rail requirements for the region.

As a nearby resident to the preferred site, you are being sent this letter to invite you to provide feedback on the future Facility. Your feedback will assist the project and the planning process going forward.

Attached to this letter is some project information which address some questions you may have about the project.

If you wish to provide feedback on this project, we encourage you to make a written submission by 12 October 2017 via either of the following channels:

Email: transport.projects@ecodev.vic.gov.au
Post: Transport Communication and Engagement Team
GPO Box 4509, Melbourne VIC 3001

Please contact the Transport Communications and Engagement Team by telephone 1800 800 007 or by email as per above address should you require any further information.

Yours sincerely

A handwritten signature in blue ink, appearing to read "Dean Tillotson".

DEAN TILLOTSON
Acting Chief Executive Officer

APPENDIX 5: PROJECT INFORMATION SENT WITH LETTER

PAGE 1

PROJECT INFORMATION WAURN PONDS TRAIN MAINTENANCE AND STABLING FACILITY

What is the Waurn Ponds Maintenance and Stabling Project?

The Waurn Ponds Maintenance and Stabling Project will involve the construction of a train maintenance and stabling facility on land which is adjacent to the railway line.

The first stage of work has identified a suitable site, including specific site investigations to assist the planning and design process.

Future stages of works will include construction of a maintenance shed, fuelling, cleaning and operating facilities, train stabling, staff carpark, and rail turn outs to enable connection to the main railway line. These future stages of works will also include consultation with local residents.

Once fully developed, the facility will have the capacity to maintain and stable trains to support the Melbourne to Warrnambool train corridor.

Where is the Facility planned to be developed?

Following detailed site investigations, it has been confirmed that part of 255 Reservoir Road, Mount Duneed is the preferred site for the Facility. The map below shows the preferred location of the site which is highlighted in yellow.



What will be the size of the facility?

To fulfil the operational requirements of the Facility, the identified land is 200 metres wide and around 1.6 kilometres long and located adjacent to the railway line.

What will the Waurn Ponds Maintenance and Stabling Facility project deliver?

The Waurn Ponds Maintenance and Stabling Facility once fully delivered will:

- maintain V/Line's new Velocity train fleet which services the Geelong region
- provide stabling to support V/Line's growing train fleet
- provide fuelling, washing, cleaning and servicing facilities to maintain the V/Line train fleet
- during the construction of this project will see 100 jobs and about 30 ongoing jobs once completed
- offer local education and training opportunities while supporting apprenticeships and developing our next generation rail employees.

What is the timing of this project?

Timeframes for the first stage of work are being finalised as part of the planning process. Local residents will be kept informed of the timelines as part of planning process as it progresses.

How can I provide feedback about the project?

If you wish to give feedback on this project, we encourage you to make a written submission by 6 October 2017 via the following channels:

Email: transport.projects@ecodev.vic.gov.au.
Post: Transport Communication and Engagement Team
GPO Box 4509, Melbourne VIC 3001

APPENDIX 6: EXTENSION OF FEEDBACK PERIOD LETTER



17 October 2017

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

Dear [REDACTED]

EXTENSION FOR FEEDBACK ON PROPOSED TRAIN MAINTENANCE AND STABLING FACILITY IN WAURN PONDS - CONSULTATION

We are writing to you with regards to the attached letter distributed in late September, regarding feedback on the proposed Train Maintenance and Stabling Facility in Waurn Ponds.

We acknowledge that you may not have received the original letter or that you require some additional time to provide your feedback and therefore will be extending the closing date.

If you wish to provide feedback, please do so by making a written submission by **Friday 27 October 2017** via either of the following channels:

Email: transport.projects@ecodev.vic.gov.au

Post: Transport Communications and Engagement Team
GPO Box 4509, Melbourne VIC 3001

Please note that this request for feedback forms part of the preliminary community consultation and that there will be a more formal process in the future.

Please contact the Transport Communications and Engagement Team by email as per the above address should you require any further information.

Yours sincerely

A handwritten signature in black ink, appearing to read "MA", is positioned above the printed name.

MELISSA ALESSANDRINI
Director, Program Delivery

APPENDIX 7: POST-FEEDBACK PERIOD LETTER

PAGE 1



1 December 2017
[Redacted]

PO Box 4724, Melbourne
Victoria 3001 Australia
Telephone 1800 800 007
ptv.vic.gov.au

[Redacted]

[Redacted]

PROPOSED TRAIN MAINTENANCE AND STABLING FACILITY IN WAURN PONDS – INITIAL FEEDBACK PERIOD

Thank you for providing feedback on the proposed Train Maintenance and Stabling Facility in Waurn Ponds. In particular, your concerns regarding environmental and agricultural impacts have been noted.

All feedback is being reviewed to assist the project and will help inform the planning process. Residents and stakeholders will be advised of the next phases of the project and subsequent consultation in the future.

Attached is a letter and further project information that addresses common themes raised in the feedback we received.

Should you require further information, please contact transport.projects@ecodev.vic.gov.au and a member of the project team will respond in due course.

Yours sincerely

A handwritten signature in black ink, appearing to read "M. Alessandrini".

MELISSA ALESSANDRINI
Director, Program Delivery



Waurm Ponds Train Maintenance and Stabling Facility
Further information

Further to the comments and questions received from a variety of land owners, occupiers and other key stakeholders, PTV has prepared the following supplementary material for your information.

Please note that the layout and design of the proposed facility is still being informed by a variety of investigations and that further information regarding the design of the site will become available as the project progresses.

What will the proposed facility be used for?

Once operational the proposed facility will:

- maintain V/Line's new VLocity train fleet which services the Geelong region
- provide stabling to support V/Line's growing train fleet
- provide fuelling, washing, cleaning and servicing facilities to maintain the VLocity train fleet.

What will the planning process be for this proposed facility and will it be exempt from third party appeal rights?

There are a number of factors which may influence the planning approvals required under the provisions of the *Planning and Environment Act 1987*. Investigations are currently underway that will inform the most appropriate approvals approach.

Consultation with all relevant stakeholders will occur in accordance with the requirements of the *Planning and Environment Act 1987*.

When will the proposed facility operate?

It is anticipated that the proposed facility will operate 24 hours a day, 7 days a week.

What will be the height and size of the proposed facility?

To fulfil operational requirements, the identified land is 200 metres wide, around 1.6 kilometres long, approximately 32 hectares in area and located adjacent to the railway line.

It is proposed that the facility will include a number of structures varying in size and height. The largest of these structures will be the proposed maintenance building, which depending on further detailed design, is anticipated to be approximately 30 metres wide by 100 metres long, have an approximate area of 3,000 square metres and be between 12 and 15 metres tall.

Other proposed structures, such as the staff amenities building and storage structures, are expected to be between 3 and 6 metres in height and have floor areas ranging between 50 and 250 square metres.

Where on the preferred site will buildings be constructed?

The facility is expected to include stabling tracks, fuelling point, train wash facilities, storage facilities, maintenance facilities, staff car parking and a staff amenities building.

Whilst detailed designs have not yet been undertaken, the largest structure – the maintenance shed, is likely to be located near Bogans Lane while other smaller structures will be dispersed across the site.

Will the proposed facility be screened by landscaping? If so, how and where?

The proposed facility is likely to include a bund or mound (earthen retaining wall) around the perimeter of the facility. This bund is likely to be 2-3 metres high and be well vegetated. It will have small breaks in it to provide access from the existing railway and road network.

Will the site (or parts of) be floodlit?

Lighting will be required for the operations of the proposed facility. Strategies to reduce obtrusive light, including location, baffling, appropriate light fittings, mounting height and screening, are currently being investigated. It is likely that these investigations will recommend mitigation measures to limit and manage off site impacts.

Will the proposed facility comply with Environmental Protection Authority's SEPP-N1?

The project is required to comply with relevant standards and regulations relating to noise.

How many staff will be on site at any one time?

During the construction phase, it is anticipated that up to 60 personnel could be on site at any one time. Once constructed, it is anticipated that the facility will employ a total of 70 staff, who will work in shifts. The total number of staff on site at any one time during operation will be dependent on a number of factors, driven by maintenance and stabling requirements and schedules.

What is the timing of the various stages of the project?

Timeframes for project delivery are being considered in parallel with the planning process. All relevant stakeholders will be kept informed of the project timelines as they are confirmed.

What impact will the proposed facility have on landowners and the operations of their farms and livestock?

The impacts of the project on all relevant stakeholders will be considered in accordance with the requirements of the *Planning and Environment Act 1987*. This includes the potential impacts that the facility could have on the directly affected landowners and their farming operations. PTV has engaged a number of independent specialists who are working with the landowners to better understand and limit these impacts.

These investigations will help to inform the planning process and relevant design considerations for the project.

What impact will the proposed facility have on traffic and the surrounding roads? Will roads be constructed or improved to cope with increased traffic conditions and heavy machinery use?

A Traffic Impact Assessment is being undertaken and will consider the traffic impacts that the construction and operation of the proposed facility would have on the existing road network. This assessment will recommend traffic routes for construction and operation, and propose upgrades to existing roads, if required. The findings of the assessment will inform the planning approvals process.

Why can't PTV build the proposed facility on the Boral site?

Eleven potential sites along the railway line to the east and west of the preferred site were investigated for their suitability for the proposed facility, including three sites that are owned by Boral and other land that has been put up for sale in the surrounding area.

When assessing the feasibility of potential sites, a variety of constraints and opportunities were considered, including proximity and access to the existing rail line, topography, site access, the location of existing homes, environmental conditions, impacts to existing infrastructure (such as telecommunications cabling), operational efficiencies and the like.

Why can't the land around the old Pettavel and Moriac stations be used? Will Moriac become another commuter hub?

Preliminary feasibility investigations for the proposed facility investigated sites to the north and south of the railway corridor between Ghazeepore Road, Waurn Ponds and Willowite Road, Mount Moriac, including the old Pettavel Station.

Land beyond Willowite Road was not considered during these preliminary investigations as the distance between the facility and Waurn Ponds Station would incur significant operational costs and be inefficient due to the number of kilometres empty carriages would need to travel each day.

The Moriac Master Plan 2010, prepared by Surf Coast Shire, anticipates modest growth of the township to 2031. Investigating the reopening of Moriac Station was identified as a long term initiative that was not considered viable at that time. For further questions regarding the future redevelopment of Moriac, we recommend contacting Surf Coast Shire direct on (03) 5261 0600 or Council's website:

<https://www.surfcoast.vic.gov.au>

APPENDIX 9: DETAILED SUMMARY OF LOCAL RESIDENT AND COMMUNITY SUBMISSIONS

DATE	STAKEHOLDER	SUMMARY OF FEEDBACK
3 October 2017	Respondent 01	<p>FURTHER INFORMATION REQUESTED</p> <ul style="list-style-type: none"> • Contacted 1800 number on behalf of his client • Requested further information about the project • Stated that in future the Department should provide a number where information can be provided <p>Note: Resident did not pursue lawyer's services, therefore there is no way of knowing if this resident submitted feedback or not.</p>
5 October 2017	Respondent 02	<p>FURTHER INFORMATION REQUESTED</p> <ul style="list-style-type: none"> • Requested additional information before providing feedback: <ul style="list-style-type: none"> - Will the proposed use and development site be rezoned? - Is it proposed to obtain planning permits through Council? - Will notice of the planning permit applications be given? - Are such applications exempt from third party appeal rights? - What is the proposed timing of the various stages of the project? - What roads are going to be constructed, used for construction purposes, or used by the end-users of the Facility? - What will be the traffic impacts? - What area of the proposed 32 ha site will have buildings constructed on them? - What is the height, size and particular use of any buildings? - What are the days and hours of operation of the various uses? - Will the site (or parts of) be floodlit? - Will operations comply with EPA SEPP- N1? - Are physical noise barriers proposed? - Is the site and Facility to be screened by landscaping - if so where and how? • Requested extension of time (minimum of seven days post receiving information) to provide feedback <p>Note: A letter was issued that answered the landowner's questions and provided additional information regarding the project. No further response was provided upon receiving further project information.</p>
4 October 2017	Respondent 03	<p>CONCERNS ABOUT PLANS FOR THE PROPOSED FACILITY AND SUGGESTION OF ALTERNATIVE SITES</p> <ul style="list-style-type: none"> • The damage the proposed Facility will do to the landowners in moving livestock and machinery around the complex will be a major disaster

DATE	STAKEHOLDER	SUMMARY OF FEEDBACK
		<ul style="list-style-type: none"> • Why can't the land of the cement works be looked at as a better alternative on either side of the line, or better still the land around the old Pettavel or Moriac stations? • Seems odd that no one noticed the two farms adjacent to this property; one sold a year ago and the other a month ago (at time feedback was received) • Respondent believes the north side of the cement works and the current rail line would be better because there will be no development, no grazing and making use of useless mine country <p>Note: A letter was issued that acknowledged the respondent's concerns, responded to questions and provided additional information regarding the project. No further response was provided upon receiving further project information.</p>
6 October 2017	Respondent 04	<p>OBJECTION TO PROPOSED FACILITY</p> <ul style="list-style-type: none"> • Object to the proposed Facility on the following grounds: <ul style="list-style-type: none"> - it will occupy valuable rural grazing land - there is potential for considerable environmental impact and potential for long-term soil damage - the Facility will impact the environment with noise and 24/7 lighting - there is an alternative nearby site • Conclusion includes that an alternative site should be sought that has less environmental impact and is less detrimental to the primary producers and other residents in the surrounding area <p>Note: A letter was issued that acknowledged the respondent's concerns and provided additional information regarding the project. No further response was provided upon receiving further project information.</p>
6 October 2017	Respondent 05	<p>OBJECTION TO PROPOSED FACILITY</p> <ul style="list-style-type: none"> • Objection to proposal talked about for a few years but few details of its operation made public • Will be affected unless other capital works are in place prior to proposed Facility, e.g. duplication of the line from proposed site, drainage from site, over or underpass on Ghazeepore and Torquay roads • A quick search failed to show advertised project details or objection dates • Spoke to a member of PTV's Customer Feedback team • Expects that written correspondence to the landowners should include your [person signing letter] phone number <p>Note: A letter was issued that acknowledged the respondent's concerns and provided additional information regarding the project. No further response was provided upon receiving further project information.</p>
7 October 2017	Respondent 06	<p>CONCERNS ASSOCIATED WITH AND OBJECTION TO PROPOSED FACILITY</p> <ul style="list-style-type: none"> • Main concern regarding the proposal is the proposed Facility is in a rural area and that it will be disruptive to livestock

DATE	STAKEHOLDER	SUMMARY OF FEEDBACK
		<ul style="list-style-type: none"> • Sudden noises such as train horns, brakes or regular shunting works will startle livestock • It will impact regular work on their property and impact on rural way of life • Sudden noises at inappropriate times can also be life-threatening • Refers to Depart. Health and Human Services (2017) regarding farm safety and handling of animals, to maintain safe handling of cattle, it is advised to avoid startling them as they can charge • Proposed Facility will disrupt the view from respondent's property as well as the peace • Proposal will destroy all aspects of living in the country great • Strongly objects to the proposed Facility • Proposed Facility will impact air quality -Boral is in close proximity - the added air pollution caused by the proposed Facility is unacceptable • Respondent is an asthma sufferer and therefore has grave concerns about their health • Again, references Depart. Health and Human Services (2017), "nitrogen dioxide may trigger asthma attacks and other respiratory disorders" • Lack of notification regarding this project is appalling and the respondent objects to further stages of work on the Facility <p>Note: A letter was issued that acknowledged the respondent's concerns and provided additional information regarding the project. No further response was provided upon receiving further project information.</p>
11 October 2017	Respondent 07	<p>CONCERNS ASSOCIATED WITH AND OBJECTION TO PROPOSED FACILITY</p> <ul style="list-style-type: none"> • Respondent has considered the impact this development would have on their lives and the area • They have a number of concerns about the proposal • Increased traffic on Pettavel Road, particularly on the lower part which is gravel and increases dust to their property and wears the road, making it difficult to check stock. The Facility would increase regular traffic on Bogans Lane and/or Pettavel Road, both of which are gravel and not designed for regular traffic • Increased traffic to the area will also increase rubbish from vehicles; this threatens lives of livestock if it is to land in the paddock • Noise pollution from trains will increase and impact their lives • Wind and pollution will blow directly towards them. High amount of train activity will increase NO2 and PM10; it will increase with heat (summer) when pollutants will be at their highest • Nitrogen dioxide may trigger asthma attacks. The Facility may cause them to sell and move from the family property which has been in the family for over 100 years • Will impact the quiet enjoyment of the property as well as the market value of the property • Handling of livestock on their property, including cattle movement, may increase risk to their safety and safety of stock agents or stock transport workers with the movement of trains and noises. References to

DATE	STAKEHOLDER	SUMMARY OF FEEDBACK
		<p>Depart. Health and Human Services (2017) regarding farm safety and handling of animals. To maintain safe handling of cattle, it is advised to avoid startling them as they can charge. Therefore, the proposed Facility will be a threat to the safety of anyone handling cattle on the property</p> <ul style="list-style-type: none"> • Boral is already an environmental hot spot (re: pollution) however is on the line further down (distance) • Suggests placing the Facility further down the line where it will have little to no impact on the local amenities of the area, unlike the proposed location which will impact many lives • Strongly objects to the proposed site • Expect that there will be a public meeting held in respect to this proposed site and look forward to an invitation to such a meeting to discuss serious impacts that the proposal will have on their rural lifestyle and amenities of the local area <p>Note: A letter was issued that acknowledged the respondent's concerns and provided additional information regarding the project. No further response was provided upon receiving further project information.</p>
12 October 2017	Respondent 08	<ul style="list-style-type: none"> • Following clarification about the proposal requested: <ul style="list-style-type: none"> - what effect will this have on the Reservoir Road level crossing - how busy will it become? - wouldn't it be better to avoid creating another busy level crossing by putting the yards in the disused limestone quarry at the old cement works? This hole in the ground needs to be reclaimed and filled in, the site is degraded and will never be 'good' farm land again. It is already an industrial site - (as above) why would you want to destroy good working agricultural land, when there is a degraded quarry site at the old cement works? It was possible for the Geelong ring road to fill in sections of the quarry and build a major freeway on this site, surely it would be just as easy to progressively fill (reclaim) the rest of the quarry as your stabling yard expands and grows - if the stabling yards really cannot be built on the old quarry site, what would be the situation with the development of Moriac and the new subdivisions that are happening there? Won't Moriac become another commuter hub in the future, and if so, would stabling at the other side of Moriac be an option? - Feedback couldn't/wouldn't be provided until a response to the above questions was provided. <p>Note: A letter was issued that acknowledged the respondent's concerns, responded to questions and provided additional information regarding the project. No further response was provided upon receiving further project information.</p>
13 October 2017	Respondent 09	<p>OBJECTION TO PROPOSED FACILITY</p> <ul style="list-style-type: none"> • Do not put the train through the farmer's land as proposed • Instead use the Boral property offered

DATE	STAKEHOLDER	SUMMARY OF FEEDBACK
		Note: A letter was issued that acknowledged the respondent's concerns and provided additional information regarding the project. No further response was provided upon receiving further project information.
14 October 2017	Respondent 10	<p>FURTHER INFORMATION REQUESTED</p> <ul style="list-style-type: none"> Requires more time to investigate how/if the proposal will impact their property Requested a map that can be read as the one received was illegible <p>Note: A more detailed map was provided, and no further response was received. No further response was provided upon receiving more legible map and further project information</p>
19 October 2017	Respondent 11	<p>OBJECTION TO PROPOSED FACILITY</p> <ul style="list-style-type: none"> The project is proposed on valuable farm land and would greatly reduce productivity of farming for the (landowners) owners Proposed Facility will operate 24/7; flood lighting and noise will affect the stock on the property as well as adjoining properties The facility will impact bird species that migrate to the area and native flora species growing there Boral site would be a better alternative; offers sufficient land and has been offered for such works; will have far less impact on surrounding rural areas and native flora and fauna as well as less lighting and noise impacts Further studies should be undertaken for use of their suggested alternative site <p>Note: A letter was issued that acknowledged the respondent's concerns and provided additional information regarding the project. No further response was provided upon receiving further project information.</p>
3 November 2017	Respondent 14	<p>CONCERNS ASSOCIATED WITH THE PROPOSED FACILITY AND SUGGESTION OF ALTERNATIVE SITES</p> <ul style="list-style-type: none"> There are a number of concerns that need to be addressed: <ul style="list-style-type: none"> the operating hours the number of staff on the site the buildings to be constructed lighting and noise pollution ability of roads to cope with personal and heavy machinery whether there will be a Planning Approval process to seek further detail Highly recommend using the Boral site which is an industrial site and will be closed in a couple of years <p>Note: A letter was issued that acknowledged the respondent's concerns and provided additional information regarding the project. No further response was provided upon receiving further project information.</p>

DATE	STAKEHOLDER	SUMMARY OF FEEDBACK
21 November 2017	Respondent 12	<p>CONCERNS ASSOCIATED WITH THE PROPOSED FACILITY</p> <ul style="list-style-type: none"> • Concerned with the amount of noise emitted by the Facility • Would like a response addressing his concerns, as follows: <ul style="list-style-type: none"> - what measures are being done to assure adjoining residents of little or no disturbance - how Bogans Lane will be impacted at the north end <p>Note: A letter was issued that acknowledged the respondent's concerns and provided additional information regarding the project. No further response was provided upon receiving further project information.</p>
18 December 2017	Respondent 13	<p>FURTHER INFORMATION REQUESTED</p> <ul style="list-style-type: none"> • Are Bogans Lane and Pettavel Road going to be used as the main entries and exits and if so, are the roads going to be sealed? • Will it affect the water supply to the mains along Mt Duneed Road? • Where will the stormwater flow into and what safeguard will be in place to avoid contamination? • Is fuel going to be stored underground or above ground? • What firefighting equipment is to be installed? • What measures are in place to alleviate noise if it is going to operate all night? <p>Note: A letter was issued that acknowledged the respondent's concerns and provided additional information regarding the project. Feedback received after letter sent post-feedback period (nothing received previously).</p>

