

105 Murradoc Road Drysdale
Planning Permit Application

McHarry's Bus Lines

August 2013

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1 INTRODUCTION

This report has been prepared on behalf of McHarry's Bus Lines in support of the proposed works associated with the use of the subject site located at 97-105 Murradoc Road Drysdale as a bus storage depot (Vehicle Store).

The proposed use is considered consistent with the results of recent strategic planning work which identifies the subject site and the adjacent properties along Murradoc Road as having a role in accommodating a range of business and employment based land uses. This transition of land use is considered necessary to support the sustainable growth of the Drysdale area which has a substantial future supply of residential growth area.

It should be noted that the assessment provided in this report is made based on the assumption that the subject land and the neighbouring properties will be rezoned from Rural Living Zone (RLZ) to Commercial 2 Zone (C2Z). The future amendments to the Greater Geelong Planning Scheme are anticipated to occur as part of the implementation of the Drysdale Urban Design Framework 2012.

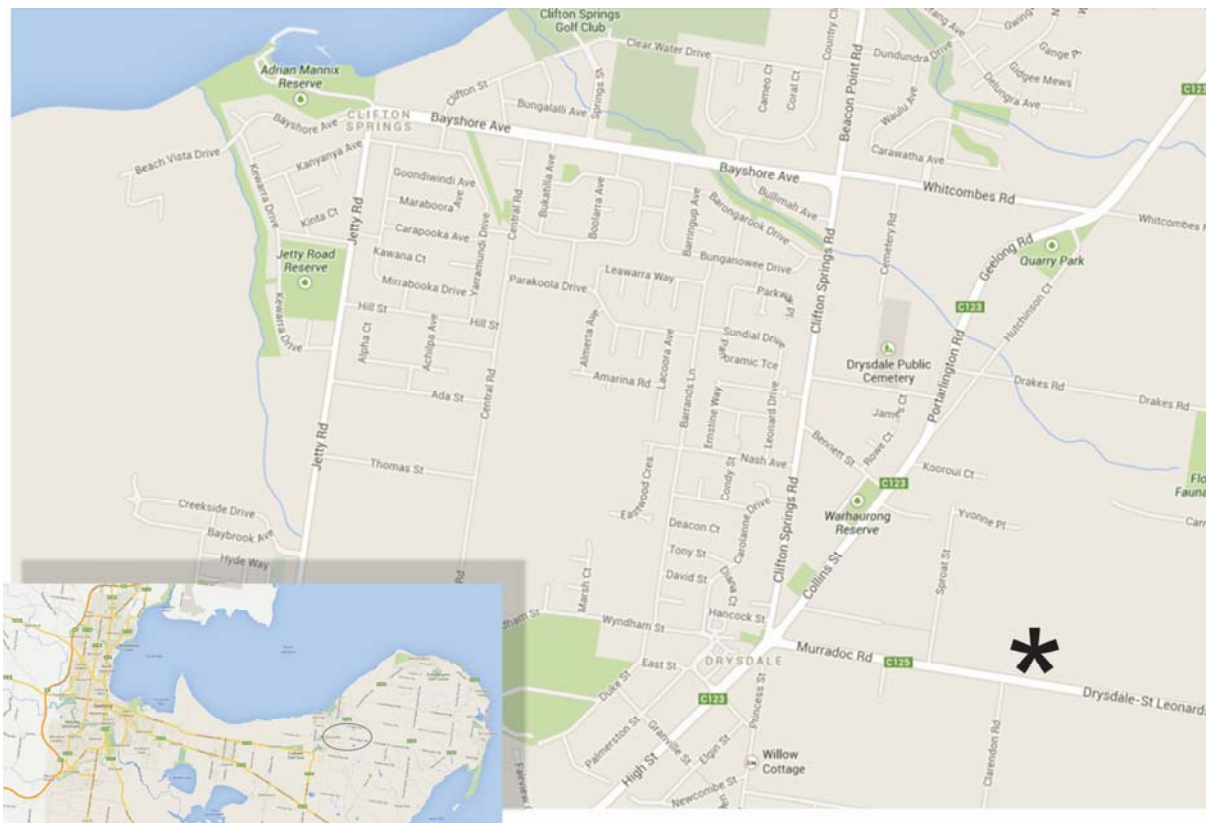
The proposed land use and associated works have been assessed as appropriate in the strategic and statutory context of the site and the requirements of the future zone.

2 EXISTING CONDITIONS

2.1 SUBJECT SITE

The subject site is located on the north side of Murradoc Road on the western approach to the township of Drysdale.

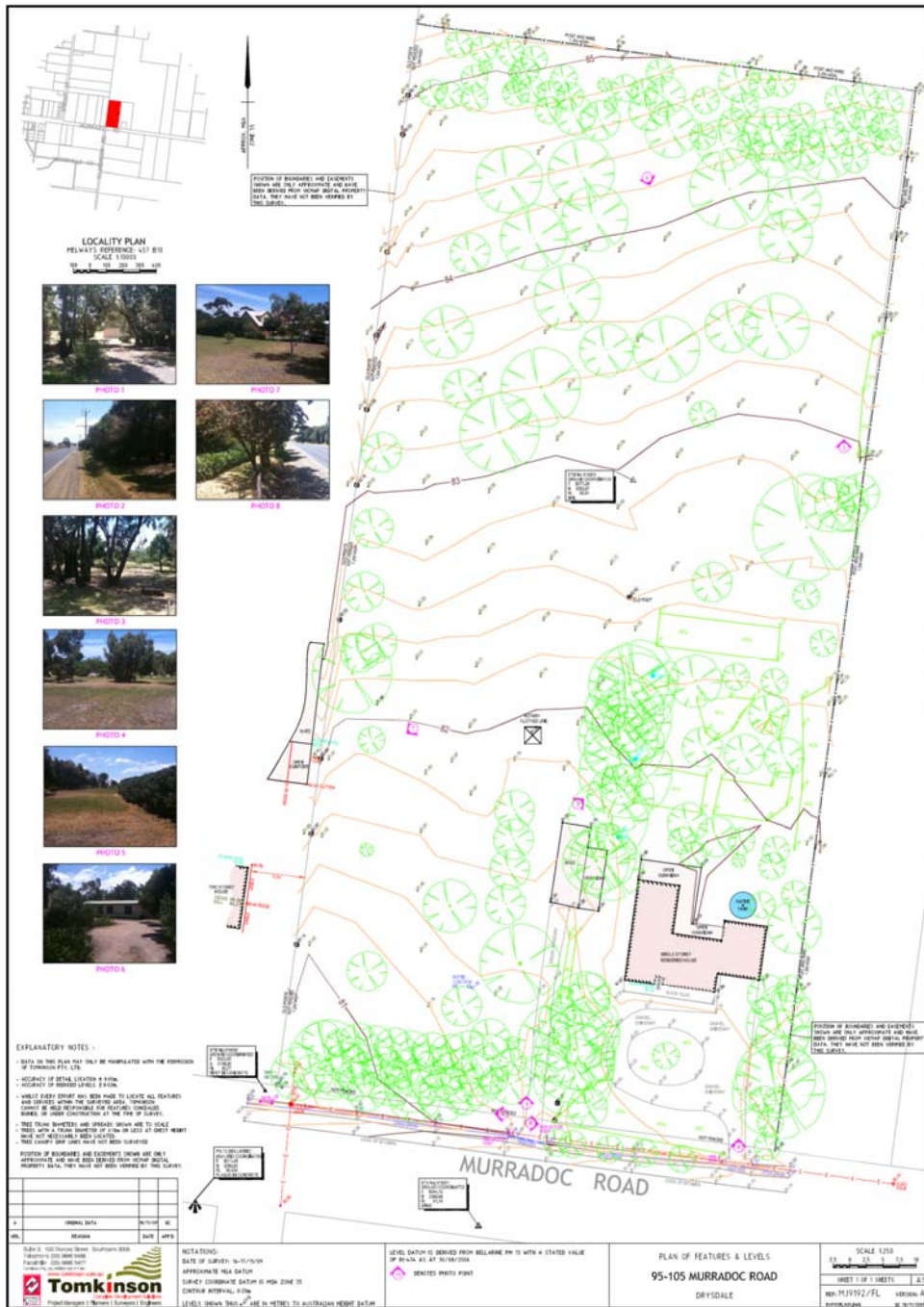
Diagram 1: Site Context



The site is approximately 1.2 ha in area comprising a frontage to Murradoc Road of 75.3 metres and a depth of 161.7 metres. The site falls slightly from the north east to south west approximately 3 metres over the length of the site.

The site is currently occupied by a disused single storey dwelling, out buildings and a water tank located close to the front and western boundary of the block. A large number of planted native and fruit trees are present on the site. The trees have been assessed for conservation value as part of the preparation of this application.

Diagram 2: Subject Site Survey Plan



2.2 SITE SURROUNDS

The properties neighbouring the subject site along Murradoc Road comprise large lots of over a hectare in area which are occupied by a single dwelling and numerous outbuildings. The neighbouring properties have a similar level of vegetation cover to that of the subject site with dwellings and structures setback from Murradoc Road approximately 8-10 metres.

Further west along Murradoc Road (i.e. west of Sproat Road) the land is currently zoned Business 4 and a variety of commercial and industrial uses occupy both sides of the road. It is anticipated that this land will be transitioned to the new Commercial 2 zoning in the near future.

Land situated on the south side of Murradoc Road is currently subject to the controls of the Farm Zone (FZ). The land located opposite the subject site on the south side of Murradoc Road comprises a number of large lots ranging in area from 1.2ha to 2.3ha and occupied by single dwellings and outbuildings.

Murradoc Road is a single lane two way rural road with a posted speed limit of 80km/h. The road is zoned Road Zone 1 with a road reserve of approximately 19 metres. There is no public acquisition overlay affecting properties addressing Murradoc Road presently, however applications for proposed development require referral to VicRoads as the relevant road authority.

Situated approximately opposite the south west corner of the subject site is Clarendon Road which is a local rural road running in a north south direction between Murradoc Road and Andersons Road to the south.

3 PROPOSAL

The application is seeking approval for works associated with the use of the site as a vehicle store (bus storage depot) with office and staff facilities as ancillary uses.

The site works comprise the following:

- Removal of existing trees throughout the site,
- Landscaping and tree planting along the boundaries of the site,
- Site leveling,
- Construction of an all weather surface bus storage area (open air),
- Construction of a concrete pad site for the installation of an above ground diesel fuel storage facility, fuel bay and wash bay,
- Construction of an all-weather surface visitor car parking area comprising approximately 29 spaces,
- Demolition of nominated outbuildings,
- Internal alterations to the existing dwelling structure to allow for its use as an office and staff amenities,
- Alterations to the existing crossovers providing access to Murradoc Road, and
- Drainage works in accordance with Drainage and Services Plan.

The site plan below sets out the proposed works associated with the establishment of the proposed use. It is noted that the use of the land does not require a planning permit under the Commercial 2 zone.

Diagram 3: Proposed Site Plan



4 PLANNING CONTROLS

4.1 ZONING AND OVERLAYS

As mentioned above the subject site is currently zoned Rural Living, however this assessment is based on the requirements of the Commercial 2 Zone applying to the land. The Planning Scheme Amendment associated with the implementation of the Drysdale Urban Design Framework (UDF) will also include the application of Schedule 30 to the Design and Development Overlay (DDO-30). “DDO-30, Town Entry Murradoc Road, Drysdale” seeks to ensure that development on Murradoc Road on the western approach to the township makes a positive contribution to the township in terms of streetscape and built form.

VicRoads have placed a Public Acquisition Overlay (PAO) over land located to the east of the subject site in order to reserve land for a future bypass road. Part of the overlay meets the south east corner of the subject site, but does not directly impact on the subject site.

Diagram 4: Existing Zone

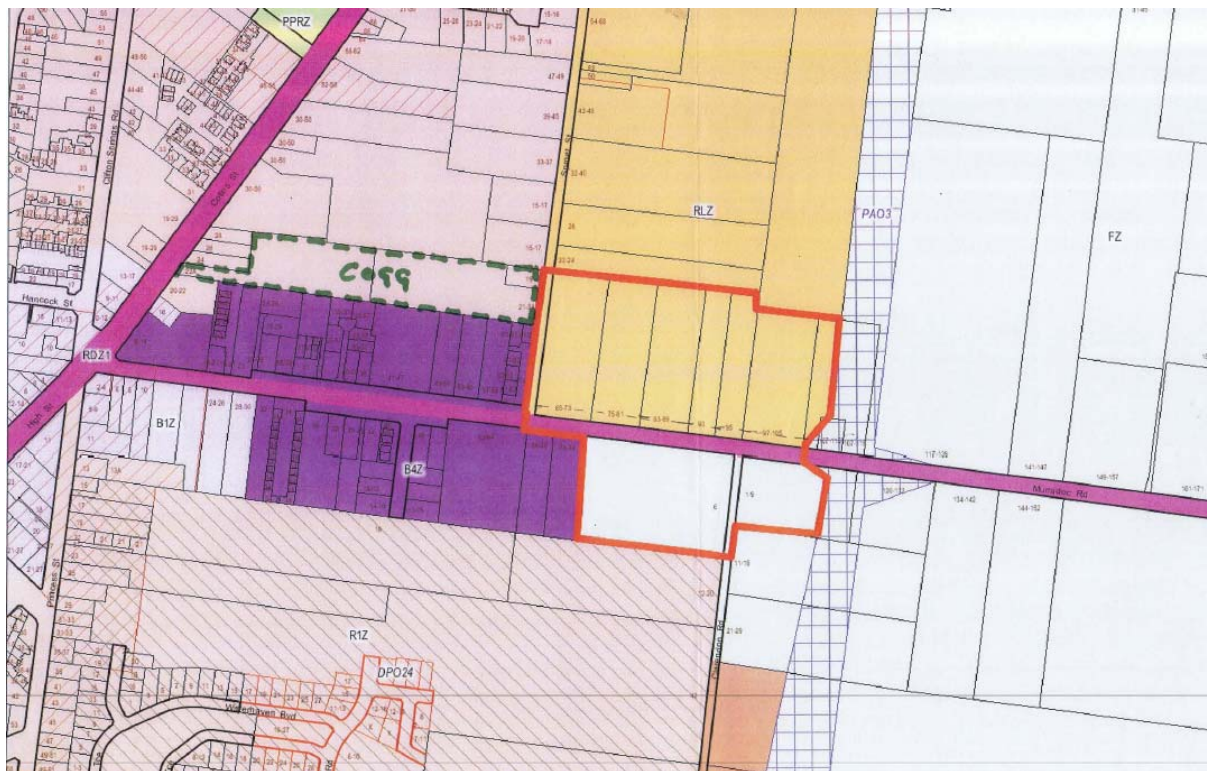
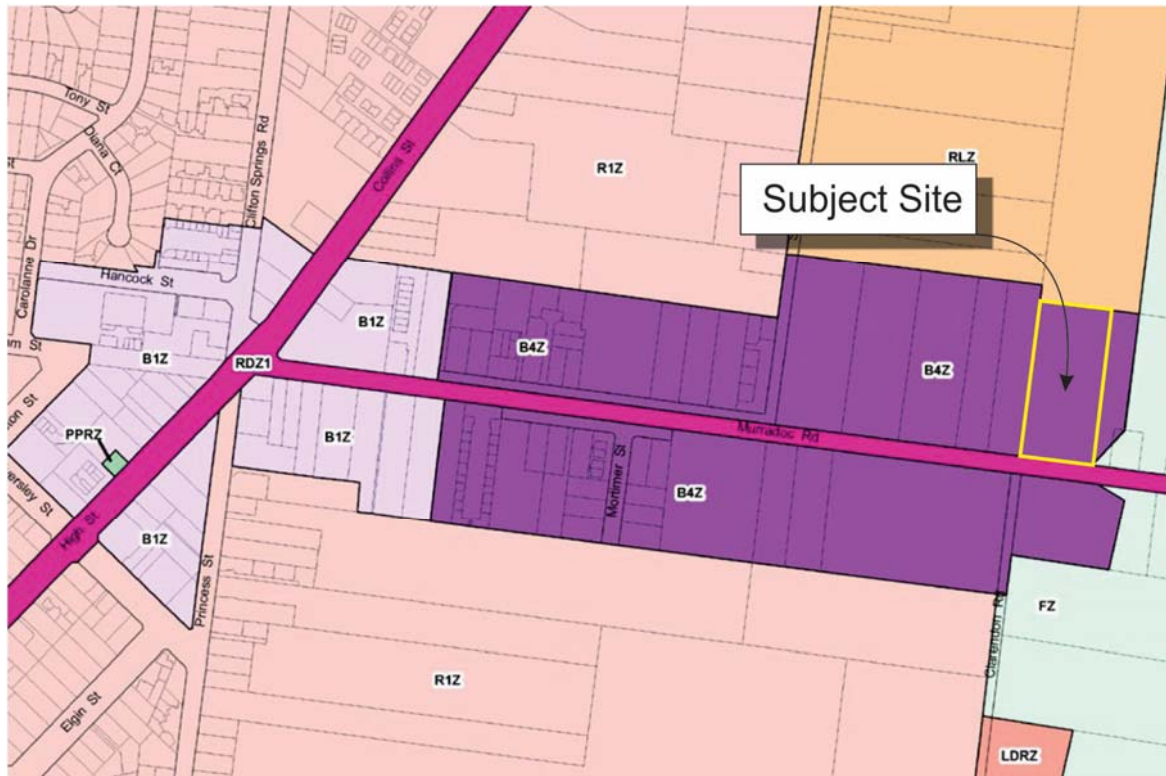
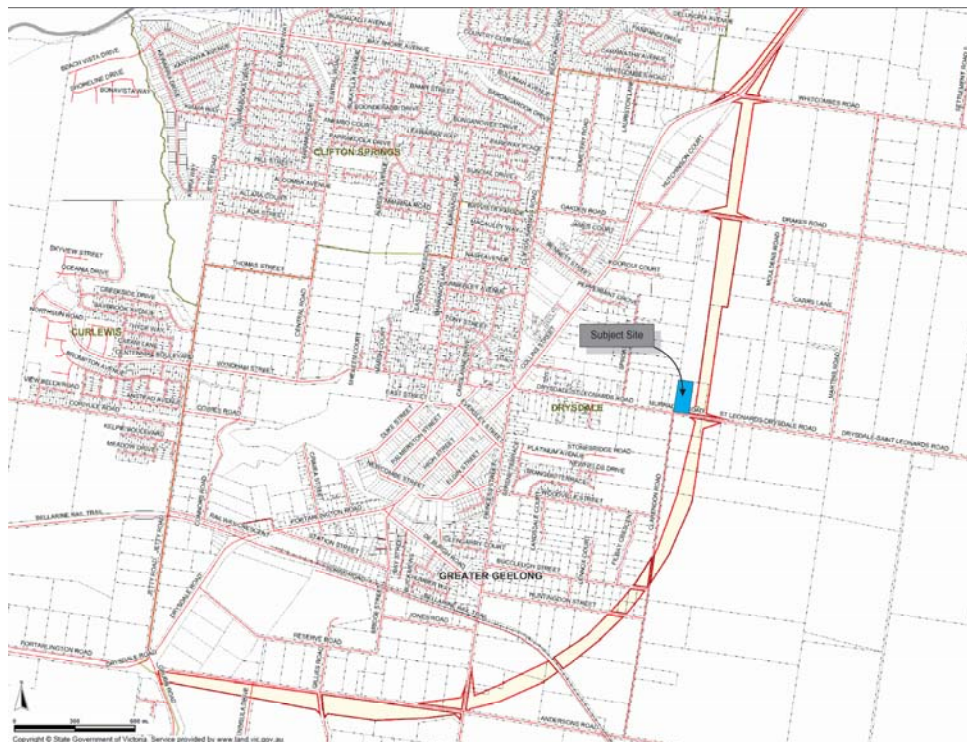


Diagram 5: Proposed Zone Business 4 (translating to Commercial 2 Zone)



Source: Draft Drysdale Urban Design Framework, 2012

Diagram 6: Vic Roads Public Acquisition Overlay



4.2 PERMIT REQUIREMENTS

4.2.1 Commercial 2 Zone (C2Z)

The proposal is seeking approval for buildings and works associated with the development of the subject site for a Vehicle Store (Bus Storage) and ancillary office and staff facilities.

Pursuant to the provisions of the C2Z a planning permit is not required for the use of the site for the proposed purpose. The proposed use falls within Section 1 of Clause 34.02-1 (Permit not required) as it falls within the nesting of Warehouse as defined under Sections 74 and 75 of the Greater Geelong Planning Scheme. The proposed development meets the conditions outlined under Section 1 of the above clause relating to Clause 52.10 (Uses with Adverse Amenity Potential).

A planning permit is also not required to use the existing dwelling structure for the purpose of and ancillary office. If defined separately, this use also falls under Section 1 of Clause 34.02-1.

Pursuant to Clause 34.02-4 a planning permit is required to construct a building or construct or carry out buildings and works.

The proposal does not include construction of any buildings on the subject site. Works associated with the proposed use include:

- Construction of a hard stand staff car parking area comprising approximately 29 spaces,
- Construction of an all weather surface for driveway and bus parking,
- Construction of a fuel bay and wash bay and installation of an above ground (fully bunted) fuel tank, and
- Site works include some leveling and vegetation removal.

Clause 34.02-6 Exemption from notice and review

An application to subdivide land or construct a building or construct or carry out works is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Planning and Environment Act 1987 (the Act).

This exemption does not apply to land within 30 metres of land (not a road) which is in a residential zone, land used for a hospital or an education centre or land in a Public Acquisition Overlay to be acquired for a hospital or an education centre.

As such the proposed works will facilitate a land use considered to be consistent with the anticipated level of amenity associated with commercially zoned land and its intended purpose.

Clause 34.02-7 Decision guidelines

General:

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- The interface with adjoining zones, especially the relationship with residential areas

Building and works:

- The movement of pedestrians and cyclists, and vehicles providing for supplies, waste removal, emergency services and public transport.
- The provision of car parking.
- The streetscape, including the conservation of buildings, the design of verandahs, access from the street front, protecting active frontages to pedestrian areas, the treatment of the fronts and backs of buildings and their appurtenances, illumination of buildings or their immediate spaces and landscaping of land adjoining a road.
- Defining the responsibility for the maintenance of buildings, landscaping and paved areas.
- The availability of and connection to services.
- Any natural or cultural values on or nearby the land.
- Outdoor storage, lighting, and storm water discharge.

- The design of buildings to provide for solar access

Consideration of the abovementioned decision guidelines is provided below in Section 5, Planning Considerations.

4.2.2 Design and Development Overlay – Schedule 30

In addition to implementing the State and Local Planning Policy Framework, the purpose of the Design and Development Overlay is to identify areas which are affected by specific requirements relating to the design and built form of new development.

The design objectives of DDO-30 are:

- To improve the appearance and presentation of buildings and streetscape.
- To manage the interface between residential and business uses.
- To ensure the design and layout of new buildings allows for future road widening.
- To improve the connections between Murradoc Road and Drysdale Town Centre.
- To promote best practice storm water quality and reuse measures.

In accordance with Clause 2 of DDO-30, a permit is required construct a building or construct and carry out buildings and works.

Schedule 30 sets the following design and built form requirements:

- All buildings and works should be setback a minimum of 12 metres from Murradoc Road to allow for future road widening and construction of a service road.
- Development should be deigned to limit the amount of car parking provided on any land designated for future road widening to ensure adequate parking is available in the longer term.
- Buildings should be sited to provide opportunities for landscaping in side and front setbacks
- Buildings should address street frontages, and where walls are visible from residential areas include design elements which add visual interest.
- Ensure the design and layout of new buildings minimizes the potential for noise emissions to adjoining sensitive areas.

Schedule 30 also refers to the need for a north – south access road from Murradoc Road to the residential areas to the north. It is noted however that this does not affect the subject site as depicted in the Drysdale UDF.

To mitigate impacts of stormwater to Lake Lorne, best practice stormwater quality and reuse measures should be considered as part of the design for larger developments and on sites where it is practical to implement.

In order to reduce the potential for contaminated runoff, loading bays should be covered, active work areas should be contained internally with buildings and waste disposal areas should be appropriately located.

Decision guidelines:

Before deciding on an application the responsible authority must consider:

- The design and siting of existing development in the area
- The interface with adjoining zones.

4.2.3 Road Zone 1

The subject site has a direct frontage to Murradoc Road. As a declared road this application requires is subject to the controls of Particular Provision Clause 52.29-Land Adjacent to a Road Zone Category 1 or a Public Acquisition Overlay for a Category 1 Road.

Pursuant to Clause 52.29 a permit is required to: (among other things)

- Create or alter access to:
 - A road in a Road Zone, Category 1.
 - Land in a Public Acquisition Overlay if the purpose of acquisition is for a Category 1 road.

An application to create or alter access to, or to subdivide land adjacent to, a road declared as a freeway or arterial road under the Road Management Act 2004, land owned by the Roads Corporation for the purpose of a road, or land in a Public Acquisition Overlay if the Roads Corporation is the authority responsible for acquiring the land, must be referred to the Roads Corporation under Section 55 of the Act. This does not apply to:

- Boundary realignments.
- Subdivisions of existing buildings already connected to services and requiring no new access.
- Two lot subdivisions requiring no new access.
- Proposals which, in the opinion of the responsible authority, satisfy requirements or conditions previously agreed in writing between the responsible authority and the Roads Corporation.

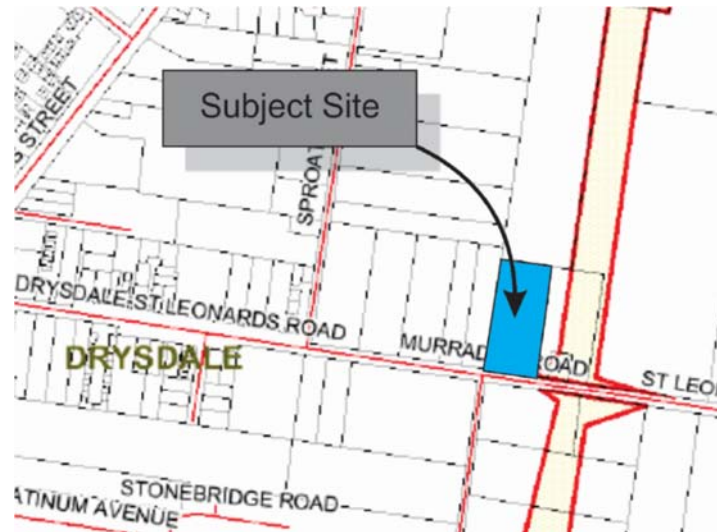
Any other application must be referred to the owner of, or the authority responsible for acquiring, the adjacent land in the Road Zone, Category 1, or the Public Acquisition Overlay.

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider:

- The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- The views of the relevant road authority.
- The effect of the proposal on the operation of the road and on public safety.
- Any policy made by the relevant road authority pursuant to Schedule 2, Clause 3 of the Road Management Act 2004 regarding access between a controlled access road and adjacent land.

4.2.4 Public Acquisition Overlay – VicRoads

The development of the subject site does not trigger any planning permit requirements relating to this overlay. However, the neighbouring property to the east of the subject site is severely impacted by the overlay.



4.3 PLANNING POLICY FRAMEWORK

The following clauses of the Greater Geelong Planning Scheme Local Planning Policy Framework are considered relevant to the consideration of the proposed use.

- Clause 21.02 City of Greater Geelong Sustainable Growth Framework
- Clause 21.07 Economic Development and Employment, and
- Clause 21.14 The Bellarine Peninsula

It is submitted that given the proposed use of site is as of right in the B4/C2 Zone and that a planning permit is required only for the minor works associated with preparing the site; that the proposal represents appropriately high level of consistency with the City of Greater Geelong Planning Scheme Municipal Strategic Statement.

4.3.1 The Draft Drysdale Urban Design Framework

The Drysdale Urban Design Framework (UDF) provides the specific source of strategic justification of the proposed use. This document identifies Murradoc Road and specifically the subject site as being a logical extension of the Commercial 2 Zone land (currently B4Z).

5 PLANNING CONSIDERATIONS

The following section of this report outlines the relevant planning considerations associated with seeking approval for works associated with a change of use from Dwelling in a Rural Living Zone to a Vehicle Store (bus storage depot) which is an as of right use in the Commercial 2 Zone.

5.1 CONSISTENCY WITH THE PLANNING POLICY FRAMEWORK

5.1.1 Drysdale Urban Design Framework

Drysdale Clifton Springs is identified by State Government Policy – Coastal Spaces (2006) as having ‘High Growth Capacity’. This direction is further supported by Council’s Local Planning Policy Framework where the town is designated as a growth area for the Bellarine Peninsula.

The population of Drysdale Clifton Springs, as identified within the 2010 Structure Plan, is estimated to be 11,041 people. The G21 Regional Growth Plan Background Report reviewed the land supply within Geelong and the surrounding region. The report indicates that Drysdale Clifton Springs has planned population growth for an additional 13,913 people over the next 20-30 years. This would bring the overall population of the township to approximately 24,954 people.

The Drysdale UDF specifically highlights the opportunity to develop the eastern approach to town along Murradoc Road as a future supply of B4/C2 Zone land. It states on page 33...

‘Land at the eastern end of Murradoc Road between the Business 4 Zone and the proposed bypass is currently zoned Farming. The extension of the Business 1 Zoned land along Murradoc Road has resulted in the loss of Business 4 Zoned land. With the growth of Drysdale expected to continue, provision should be made to expand the Business 4 Zone area. It is recommended that the land located between the Business 4 Zone and the start of the Drysdale Bypass be rezoned to Business 4 Zone....’

The proposal is able to achieve consistency with the relevant objectives and guidelines associated with the extension of commercial uses along Murradoc Road.

In particular the following considerations are relevant:

Planning Consideration	Assessment
<p>To improve the appearance and presentation of buildings and the streetscape:</p> <ul style="list-style-type: none"> • Encourage development with a consistent front setback to Murradoc Road • Create opportunities for landscaping within the front and side of buildings • Provide car parking at the front and side of buildings • Ensure goods and materials are not visible from the street. • Ensure car parking spaces are constructed with an all weather seal coat. 	<ul style="list-style-type: none"> • No new buildings are proposed on the site. The existing dwelling structure is being retained and reused for offices associated w the bus storage depot. • The site will be landscaped and maintained to a high standard in accordance with the landscape and planting management plan. • Staff and visitor car parking is proposed for the front of the site. • Bus storage will be located at the rear of the site on an all weather surface.

Planning Consideration	Assessment
<ul style="list-style-type: none"> • Provide landscaping within the precinct including street trees, surface treatments and street furniture consistent with City of Greater Geelong Guidelines • Avoid the use of blank walls where walls are visible from residential areas and the street. 	
<p>To manage the interface between residential and business uses:</p> <ul style="list-style-type: none"> • Ensure the height and setback of commercial buildings has regard for the location of sensitive land uses including their solar access. • Ensure the design and layout of new buildings considers acoustic measures to limit the transmission of noise. • Discourage noise and odour emitting uses from establishing within close proximity to sensitive land uses. 	<p>The interface with adjoining properties will be managed through the considerate siting of the bus storage and fueling areas away from dwellings located on adjacent properties. This will minimize the impacts of noise and odour which will be kept to a minimum.</p> <p>No new buildings are proposed as part of this application.</p>
<p>To ensure the design and layout of new buildings allows for future road widening:</p> <ul style="list-style-type: none"> • Require buildings to be setback a minimum of 12 metres from Murradoc Road to allow for future road widening and the construction of a service road. • Limit the amount of car parking provided on any land designated for future road widening purposes to ensure new uses have a sufficient number of car parking spaces available on site in the long term. 	<p>No new buildings are proposed.</p> <p>The proposed car parking area at the front of the site allows sufficient room for future road widening as required in the DDO-30.</p> <p>Minimal car parking is provided in the area designated for future road widening</p>
<p>To improve the connections between Murradoc Road and the Town Centre Core:</p> <ul style="list-style-type: none"> • Provide pedestrian linkages between residential and business zoned land • Footpaths should be provided along street frontages of all new developments. • Identify appropriate locations for signage which will direct the community to places of interest within the town centre. • Encourage restaurant and alfresco dining opportunities on the Business 1 Zoned land fronting Murradoc Road. • Encourage the development of a full line Supermarket along Murradoc Road close to the town centre core. 	<p>Not applicable</p>
<p>To improve the quality of stormwater:</p> <ul style="list-style-type: none"> • Ensure new developments incorporate Water Sensitive Urban Design treatments to improve water quality outcomes. These may include gross pollutant traps, porous paving, oil and grease separators, swales, buffer strips, bio retention and infiltration systems • Ensure WSUD mechanisms are implemented in street upgrades in order to improve water quality outcomes. 	<p>A drainage management plan has been prepared to ensure that the proposal does not have adverse impacts on the quality of stormwater runoff.</p>
<p>To improve bicycle connections</p> <ul style="list-style-type: none"> • Provide bicycle connections in accordance with the Greater Geelong Cycling Strategy 	<p>Not applicable</p>

5.2 COMMERCIAL 2 ZONE

5.2.1 Carrying out of works

The following must be considered as appropriate before the responsible authority can issue a planning permit for works as proposed in this application.

Requirement	Assessment
The movement of pedestrians and cyclists, and vehicles providing for supplies, waste removal, emergency services and public transport.	The proposal provides clear demarcation to safely separate the movement of buses and other larger vehicles and pedestrians w separate pathways. At present there is no formal pedestrian walk way along Murradoc Road.
The provision of car parking.	The plan makes provision for 29 staff and visitor car parking spaces. Bicycle storage can be provided at the required ration in accordance w Clause 52.34 Bicycle Facilities.
The streetscape, including the conservation of buildings, the design of verandahs, access from the street front, protecting active frontages to pedestrian areas, the treatment of the fronts and backs of buildings and their appurtenances, illumination of buildings or their immediate spaces and landscaping of land adjoining a road.	No external alterations are proposed for the existing dwelling structure. The site will be landscaped in accordance with a site master plan. It is requested that this be required as a planning permit condition.
Defining the responsibility for the maintenance of buildings, landscaping and paved areas.	McHarry's Bus Lines will take responsibility for the management of building maintenance, landscaping and paved areas.
The availability of and connection to services.	The subject site will have access to all services in accordance w the draining and servicing plan attached as Appendix 4 to this report.
Any natural or cultural values on or nearby the land.	The subject site has been evaluated for biodiversity and cultural Heritage conservation values. The assessment carried out by Ecology and Heritage Partners found that the site has not conservation values.
Outdoor storage, lighting, and storm water discharge.	<ul style="list-style-type: none"> Buses will be parked at the rear of the site on an all-weather surface parking area. Fuel storage will be contained within an above ground fully bunted diesel fuel storage and tank located on a specially constructed concrete pad site. This area will also for the bus fueling bay and the bus wash bay. Runoff from this area will be captured and stored to avoid contaminated runoff into the stormwater system. The pad site is located on the eastern side of the subject site to provide sufficient distance from the neighbouring dwelling located at 95 Murradoc Road. Light spill from night security lighting will be managed to avoid offsite amenity impacts. Perimeter planting and landscaping will provide a visual buffer from the proposed use.
The design of buildings to provide for solar access	No new buildings are proposed.

5.2.2 Traffic Impact Assessment

TTM Consulting (Vic) Pty. Ltd. was engaged by Insight Planning Consultants Pty. Ltd. to assess the traffic engineering implications of a proposed bus depot facility at 97-105 Murradoc Road, Drysdale.

The report, attached as Appendix 1 provides an assessment of the likely traffic impacts caused by the development of the subject land and proposes a range of engineering solutions to accommodate those impacts.

The analysis of the proposal by TTM concluded that there were no traffic or parking reasons why a planning permit could not be issued. The traffic assessment found that:

- Practical absorption capacity analysis of the site access confirms that the vehicle access onto Murradoc Road will be able to adequately accommodate the additional traffic volumes generated by the proposal.
- The location of the site access onto Murradoc Road near the existing intersection of Murradoc Road and Clarendon Road is appropriate as it gives appropriate consideration to the existing conditions at Clarendon Road and the proposed connections from the Drysdale Bypass to Murradoc Road.

5.2.3 Ecological Assessment

Ecology and Heritage Partners Pty Ltd was engaged by Insight Planning on behalf of McHarry's Buslines Pty Ltd to undertake a flora and fauna assessment for a proposed development located at 97-105 Murradoc Road, Drysdale, Victoria.

The flora and fauna assessment was undertaken to identify the presence of remnant vegetation and determine the likely occurrence of national and state significant flora or fauna species within the study area.

The results of the assessment carried out by Ecology and Heritage Partners concluded the following:

Vegetation Condition

The study area was highly modified with no remnant vegetation identified, and consisted of planted exotic and non-indigenous native tree and shrub species with an exotic grassy understorey. No Ecological Vegetation Classes were recorded within the study area.

A number of noxious woody weeds were present throughout the study area including: Gorse *Ulex europaeus*, Flax-leaf Broom *Genista linifolia*, Hemlock Conium *maculatum* and Soursob *Oxalis pes-caprae*.

Flora

Thirty flora species were recorded in the study area, all of which were introduced. No flora species of national or state significance were recorded within the study area and it is unlikely to

support habitat for any significant flora species based on habitat type and vegetation condition observed during the field assessment.

Fauna

Thirteen fauna species (or evidence thereof) were recorded within the study area: one mammal (introduced); 11 bird (10 native, one introduced); and one reptile (native). All of the fauna species recorded are considered common and widespread in modified habitats such as that present within the study area and the surrounding landscape. No national, state or regionally significant fauna species were recorded within the study area.

The study area supports two broad habitat types: planted native and non-native trees and shrubs; and open areas dominated by introduced grasses.

Vegetation communities

No national or state significant ecological communities were recorded within the study area

Legislative and policy implications

An Environment Protection and Biodiversity Conservation Act referral to the Commonwealth Environment Minister is not required as the proposed development is unlikely to have a significant impact on Matters of National Environmental Significance.

No listed or protected species were recorded or are considered likely to occur within the study area and a Flora and Fauna Guarantee Act permit is generally not required for removal of protected flora or fauna species on private land.

As no remnant vegetation was identified, it is unlikely that a planning permit from the City of Greater Geelong would be required to remove or disturb any native vegetation under Clause 52.17.

5.2.4 Site Vegetation Health

Let's talk about trees were engage to assess the health of vegetation on the site to assist with the retention of as much as possible of the existing planting.

The report is to look at the details of trees on this site, pre-development. To establish tree health, condition and tree protection zones, so as it can be determined if trees are retainable post development, and so design can be carried out in a manner that protects trees from impact by the development.

The report identified that:

- All trees within the scope of this report have been managed in the past as arboricultural assets of the private garden.
- They are in various stages of health, some in decline; many specimens are worthy only of removal due to their hazard state.

- The allotment has little formal design. An old fruit tree orchard exists, the trees are in an unmanaged state of health and stunted in form.
- The boundary plantings are all natives and many trees show dead wood and past failings.
- The table included in the report details each individual tree as inspected. NOTE some trees are listed as removals. These trees cannot be managed back to a state of retainable health or have serious structural defects which contribute to them being hazard trees.

The following recommendations were made:

- The design for the allotment should be carried out and the trees as outlined by this report should be managed to a pre development stage.
- Removals as determined should be undertaken.
- Maintenance to retained trees should be carried out pre site development as determined post final drawings.
- Tree Protection Zones should be established using temporary fencing to protect all retained trees.
- All vegetation to be retained on site should be protected and retained using AS4970 – 2009 Protection of Trees on Development Sites.
- This report is considered a planning stage report. The process of managing trees on construction sites is clearly outlined by AS4970 – 2009 Protection of Trees on Development Sites.
- A full understanding of the Australian Standard 4970 – 2009 Protection of Trees on Development Sites is required to fully manage this site. In order that this is carried out, a Level 5 Project arborist should be commissioned for the projects entirety to manage all retained trees.
- Following this report and the Australian Standard is recommended for the management of this development site.

5.2.5 Drainage and Services

Peter Berry and Associates completed a drainage and services report that assessed the current and required arrangements for the site and broader area. The report concluded the following:

- Having reviewed the serviceability of the site from existing assets, we find that they either exist or are able to be easily extended to cater for the proposed change in zoning;
- The road reserve network externally will require widening in Sproat Street, Murradoc Road and Clarendon Road in accordance with VicRoads and council standards, as well as constructing in the latter two in the medium term.
- Ample drainage options exist either independently or as part of an integrated system; which of these will become more evident once Council undertakes its drainage assessment of the greater area.

- Easement rights through at least one property will be required.
- We conclude that this area has no drainage, servicing or external road constraints that inhibit it being rezoned to B4Z.

6 CONCLUSION

In conclusion this assessment demonstrates a high level of compatibility and consistency with the strategic objectives of the Greater Geelong Planning Scheme as it relates to the future development of Drysdale.

It is considered that the proposed use of the subject site as described in this report will help to facilitate long term sustainable growth in employment opportunities and economic development of the Bellarine Peninsula. The relocation of the bus storage depot to the subject site from its current site in Breakwater represents a significant advantage to the provision of public transport for the Bellarine Peninsula community providing an ability to better coordinate services to meet the needs of the growing community.

This report and the supporting plans and studies attached as appendices demonstrate the high level of suitability and compatibility that the subject site and proposed works associated with the use have with the requirements of the Greater Geelong Planning Scheme.

It is respectfully requested that a planning permit be granted without the need for advertising.

APPENDIX 1 – Traffic Assessment

APPENDIX 2 – Ecological Assessment

APPENDIX 3 – Tree Assessment

APPENDIX 4 – Drainage and Services Report