



35 Hams Road and 151-229 Anglesea Road, Waurn Ponds  
Request to Amend the Greater Geelong Planning Scheme  
July 2014

## Quality Assurance – Report Record

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**Prepared by:** Randah Jordan

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**Reviewed by:** Randah Jordan

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**Approved by:** Phil McCutcheon

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**Revision No.:** G

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**Date of issue:** 11<sup>th</sup> July 2014

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## victorian offices

### melbourne

t +61 3 9869 0800

f +61 3 9869 0900

71 queens road melbourne vic 3004 australia

### traralgon

t +61 3 5173 0100

f +61 3 5174 0088

18 breed street traralgon vic 3844 australia

### geelong

t +61 3 5228 3100

f +61 3 5228 3199

47 pakington street geelong west vic 3218 australia

## interstate offices

gold coast: t +61 7 5578 0222

adelaide: t +61 8 8225 9800

canberra: t +61 2 6126 1900

[www.smu.com.au](http://www.smu.com.au)

## Executive Summary

This planning report was originally prepared in support of Planning Scheme Amendment C276 (the 'Amendment') to the Greater Geelong Planning Scheme (the 'Planning Scheme').

The Amendment applies to approximately 23.7 hectares of land at Anglesea and Hams Roads, Waurin Ponds. It seeks to rezone land from Farming Zone ('FZ') to General Residential Zone ('GRZ') and apply the Development Plan Overlay Schedule 26 ('DPO26').

As demonstrated in this planning report, the Amendment is justified as follows:

- the subject site provides an 'in-fill' development opportunity to consolidate the existing urban area of Waurin Ponds and make efficient use of surrounding physical and community infrastructure;
- the subject site is the last remaining piece of FZ land in the Waurin Ponds area. It is a fragmented piece of farm land and is not of a size and nature which is suitable for the majority of agricultural practices;
- the subject site has been considered for urban purposes since 1977;
- the Amendment will implement the outcomes of the G21 Regional Plan to provide residential land supply required to meet predicted population growth;
- the Amendment will apply DPO26 to the subject site to ensure that the future residential development is delivered in a co-ordinated manner that addresses the constraints of the land.
- future residential development of the subject site will be well serviced by existing physical and community infrastructure including schools, universities, retail and activity centres, open space and, local and regional transport links;
- through future residential development of the subject site the existing waterway and environmental values will be enhanced;
- there is very little vegetation on the subject site and therefore future residential development will not result in loss to biodiversity values;
- noise impacts generated from road and rail uses in the surrounding area are minimal and can be mitigated by minor attenuation treatments in future residential development on the subject site;
- a significant barrier between the subject site and the Boral quarry will be established by construction of the Baanip Boulevard (Geelong 4C Ring Road) which will be planted with attractive landscaping. This barrier will mitigate impacts on future residential uses from non-blasting activities on the Boral quarry site;
- the subject site is located well outside areas affected by blasting for quarrying activities on the Boral site and therefore future residents will not be impacted;
- the surrounding road network can accommodate future residential development on the subject site;
- the likelihood of contamination on site is extremely low, the amendment accords with *Ministerial Direction No. 1*;
- no areas of cultural sensitivity exist on the subject site; and
- significant consultation has been undertaken in relation to future urban development on the subject site with the City of Greater Geelong ('CoGG'), relevant authorities and surrounding land owners. This consultation generally demonstrates support for development of the subject site consistent with the GRZ.

Since this report was originally prepared, a number of discussions have taken place with Council and other stakeholders, and some key technical studies have been undertaken or updated to respond to various policy or other legislative requirements. This planning report has therefore now been updated to include the findings of those studies together with any other relevant discussion.

# 1 Introduction

SMEC Urban acts on behalf of the applicant Waurin Ponds Trust and Echin Pty Ltd in relation to Planning Scheme Amendment C276 which seeks to rezone the subject site from FZ to GRZ and apply the Development Plan Overlay (Schedule 26).

The Amendment applies to approximately 23.7 hectares of the land known as 35 Hams Road and 151 – 229 Anglesea Road, Waurin Ponds. The subject site is held within four (4) separate land titles identified as:

- Lot 1 on Title Plan 77822;
- Part of the land within Lot 3 on Plan of Subdivision 644553;
- Lot 4 on Plan of Subdivision 644553; and
- Part of the land within Lot 1 on Plan of Subdivision 3445533

This planning report has been prepared to assist the CoGG in their assessment of the Amendment by addressing:

- Details of the proposed Planning Scheme Amendment;
- Compliance of the proposal with the Planning Scheme;
- Site constraints; and
- Appropriateness of the proposed rezoning in the context of the surrounding area.

The following technical documents in support of this Amendment were originally submitted:

- Road Traffic and Rail Noise Assessment, Marshall Day Acoustics (July 2013);
- Due Diligence Flora and Fauna Survey, Practical Ecology (July 2013);
- Surface Water Management Strategy, Neil Craigie (September 2013);
- Traffic Preliminary Assessment, SMEC (August 2013); and
- Preliminary Assessment of the effects of Blasting, Terrock Consultants (August 2013).

An assessment of the site to document the ecological conditions in relation to new legislation (dated December 2013) has been undertaken. Practical Ecology have now prepared a report, *Flora and Fauna Assessment, and No Net Loss Analysis Recommendations (April 2014)*. This document is provided as **Attachment A**, with the findings discussed later in this report.

In addition, Benchmark Heritage Management were engaged to provide a Due Diligence Heritage Assessment, dated April 2014. This document is also provided as **Attachment B** with the conclusions and any recommendations discussed later in this report.

Finally, OSD were engaged to undertake a Safety Management Study, due to the site's close proximity on its western side to the SP AusNet Fyansford to Waurin Ponds gas transmission pipeline. A workshop was undertaken on Friday 4<sup>th</sup> April 2014 and was attended by key personnel from SP AusNet, City of Greater Geelong, SMEC Urban, Australian Property Partnership, Energy Safe Victoria and OSD. The processes and findings of that workshop are provided in **Attachment C Safety Management Study for SP AusNet T23 Gas Pipeline** (adjacent to 151-229 Anglesea Road, Waurin Ponds) Report (April 2014).

## 2 Background

### 2.1 Consultation

Consultation with key stakeholders in relation to the Amendment has been carried out between June 2012 and July 2013. A number of key outcomes from this consultation are addressed through the Amendment, including:

- A development plan overlay is to be applied to the subject site to facilitate integrated and high quality design outcomes for future development;
- A section 173 Agreement will be prepared by the proponent in conjunction with CoGG to ensure developer contributions toward regional community infrastructure are achieved;
- The existing waterway on the subject site is to be retained in a riparian corridor reserve;
- Land within the riparian corridor reserve which is above the Q100 will be contributed as passive open space and may accommodate a shared pathway link;
- The subject site falls well outside the *Recommended Separation Distances for Industrial Residual Air Emissions* (March, 2013) recommended 500 metre buffer for quarrying activities with blasting and therefore quarry activities will not impact future residential uses on the subject site;
- A small area of the subject site falls within the *Recommended Separation Distances for Industrial Residual Air Emissions* (March, 2013) recommended 250 metre buffer for quarrying activities without blasting however this will be reduced due to the Baanip Boulevard (4C Ring Road).

Details of the consultation outcomes above are discussed in the following sections.

#### Strategic Planning

An initial pre-lodgement meeting was held on 28 June, 2012 with the CoGG and SMEC Urban. In this meeting a number of key items were discussed in relation to the future planning of the subject site and the proposed rezoning. Since the original submission of the proposed Planning Scheme Amendment documents, discussions have continued both with key Officers of the COGG, and with the relevant external agencies such as VicRoads and DEPI. Outcomes of these discussions have been carefully considered in the preparation of DPO26.

Another key outcome of this meeting was that a Section 173 Agreement will be required between landholders and the CoGG to manage payment of developer contributions for regional community infrastructure. This is to be drafted by the CoGG's solicitors (Maddocks) at the expense of the Proponent. It is noted, a draft will be required prior to approval of the rezoning however, this will not form part of the Amendment documentation. Preparation of this S173 Agreement is underway.

#### Stormwater and Waterways

A meeting was held on 10 April, 2013 on-site between the Corangamite Catchment Management Authority ('CCMA'), the CoGG, Neil Craigie and SMEC Urban regarding the existing waterway on the subject site. At this meeting approval from CCMA was sought to convey flows from the waterway through overland flow paths within street network, swales and underground pipes. This would convey existing and future flows to constructed retarding basins on the subject site.

Correspondence issued on 22 April, 2013 established that the CCMA determined the waterway to be a 'designated waterway' that is to be retained within a riparian corridor reserve. The reserve is to extend 20 metres from the 'top of bank' of the waterway. Design and layout of the waterway and reserve must be considered consistent with *Melbourne Water's Waterway Corridors Guidelines* and with strategies identified under Clause 14.02-1 of the State Planning Policy Framework ('SPPF'). The CCMA have also requested a Waterway Management Plan ('WMP') will need to be written to the satisfaction of the CCMA and the CoGG. A copy of this correspondence was provided in the original submission to Council, in a Letter dated 22<sup>nd</sup> April, 2013 from Geoff Taylor (CCMA) to Melissa Griffin (SMEC Urban).

A follow-up meeting was undertaken between all parties involved in the previous meeting on 24 April, 2013. This meeting confirmed both CoGG and CCMA's approach to retain the 'designated' waterway on the subject site.

### Open Space and Recreation

At the meeting held with the CCMA, the CoGG, Neil Craigie and SMEC Urban on 24 April, 2013 it was confirmed by CoGG that any part of the riparian corridor required for the waterway which was above the Q100 level would be considered as 'unencumbered' land for the purpose of calculating 10% open space contribution. An email from Fiona Finlayson (CoGG) dated 9 May, 2013 to James Hamilton (CoGG) confirms this consideration, and was provided to Council in the original submission. This outcome will result in the majority of passive open space being provided along the waterway, forming a 'green link' through the subject site.

Planning of Baanip Boulevard (4C Ring Road) has included a potential cycle and pedestrian shared pathway to be located along the Hams Road property boundary. The current alignment of this shared pathway network indicates that the waterway riparian corridor/open space network through the subject site may facilitate link through the subject site. This outcome was also supported by CoGG in their response relating to open space.

### Boral Quarry Buffer

A meeting was held with the Environmental Protection Agency ('EPA'), CoGG and SMEC Urban on 13 June, 2013. The intent of this meeting was to ascertain the buffer distances for 'sensitive uses' in proximity to a quarry. EPA confirmed that the *Recommended Separation Distances for Industrial Residual Air Emissions* (March, 2013) should be used as a guideline for buffers and any relaxation to the buffers prescribed in this document would need to be justified by the Proponent to the satisfaction of EPA and Department of State Development, Business and Innovation ('DSDBI').

A meeting was also held with the DSDBI, Boral (as the operator of the quarry), the CoGG and SMEC Urban on 30 July, 2013. The intent of this meeting was to gain an understanding of the relevant buffer requirements for 'sensitive uses' in proximity to a quarry.

At this meeting it was advised that a 500 meter buffer was required between sensitive uses and quarrying activities with blasting, and without blasting the required buffer would be 250 meters. The major concern for both DSDBI and Boral was the impacts of quarrying activities with blasting and subsequent 500 meter buffer which would affect most of the subject site if applied from the current Works Authority boundary.

Subsequent to this meeting, Terrock Consultants were engaged to prepare a report to address the effects of blasting on the Boral quarry in respect of 'sensitive uses' which would be established on the subject site. Conclusions of this report identified the area of the quarry where blasting was required would be limited to parts of the Boral site in excess of 800 meters from the subject site boundary. Thus the required 500 meter buffer would be addressed.

An email from Ian McLeod (DSDBI) dated 30 September, 2013 confirmed acceptance of these findings that sufficient separation distance between the area within the Work Authority where blasting may be required and subject site would not to be an issue.

It was also noted, an appropriate buffer distance of 250 metres between 'sensitive uses' and the extraction limit is required. Whilst this is the case, the extraction limit is in the process of being revised due to the proximity of the new Baanip Boulevard (4C Ring Road). DSDBI has expressed concern to VicRoads regarding the potential impacts of dust (from the quarry) on vehicular traffic on the new road. To address this, VicRoads have indicated that they will be conducting a dust study at Boral Cement this summer to assist in understanding this issue. This report also addresses this 250 meter buffer in section 5.3.

## 3 Site and Context Description

### 3.1 Surrounding Context

#### Local Context

A range of existing retail facilities in the local area will service future residential development of the subject site, including Geelong Homemaker Centre (within 2 kilometres), Waurm Ponds Plaza (within 3.5 kilometres) and Grovedale Central (within 4 kilometres). These facilities provide for the majority of local retail requirements generated by future development of the subject site. Future development occurring within the Armstrong Creek West Precinct will include a number of local, neighbourhood and major activity centres which will also serve the subject site.

Grovedale Community Centre is located to the north west of the subject site along Heyers Road and planned community facilities are to be established in the Armstrong Creek West Precinct in conjunction with the Major Activity Centre.

A number of primary and secondary schools exist in proximity to the subject site including Waurm Ponds Christian College, Grovedale West Primary School, Grovedale College, Nazareth Catholic School and Madama Primary School. Planned government primary and secondary schools are also located west of the site in the Armstrong Creek West Precinct.

Deakin University Waurm Ponds Campus is located approximately 3.5 kilometres to the north of the subject site. The campus incorporates the Geelong Technology Precinct and a number of educational activities. It is a major activity and employment hub in the area.

The subject site is ideally located in proximity to a range of transport modes including the newly established Geelong Ring Road (Princes Freeway), Baanip Boulevard (4C Ring Road) and Ghazeepore Road. An existing local road network will also be drawn on to support future development on the subject site.

Local bus route (Metro Bus 14) services the subject site with the closest bus stop being located at the corner of Sugar-Gum Drive and Ghazeepore Road (which also forms the intersection of Hams Road and Ghazeepore Road). This bus route forms part of a wider local bus network that provides connections to Geelong CBD and the regional railway networks.

A proposed railway station is identified within the Armstrong Creek West Precinct along Boundary Road. This railway station is currently planned to be located within 600 metres of the subject site boundary and thus will further support development of the subject site for residential purposes. The future railway station will be within an 800 metre walkable catchment from residential properties on the subject site. The Victorian State Government has invested \$10 million in planning and land acquisition for this station and a further \$16.5 million is allocated in the upcoming budget for its construction. The Victorian State Government policy is proactive in increasing residential density within walkable catchments of current and future railway stations.

A shared cycle/pedestrian path that is required to be developed through the subject site will connect the train station directly to the site for non-vehicle movements.

The subject site is located in close proximity to the existing urban area of Waurm Ponds and is very well serviced by a wide range of physical and community infrastructure. This includes retail facilities, a range of education options, employment opportunities and strong transport links to local and regional areas. Residential development facilitated by this Amendment will consolidate the existing Waurm Ponds urban area and makes efficient use of this existing physical and community infrastructure.

#### Site Context

The subject site is located on the south-western edge of the existing urban area of Waurm Ponds. Immediately to the north of the subject site across Hams Road is the Grange Park Estate which comprises residential allotments that range in area from 600m<sup>2</sup> to 2,000m<sup>2</sup> which accommodates single storey detached dwellings.

To the north-east and east of the subject site along Ghazeepore Road is a newly established residential neighbourhood that comprises predominantly single storey detached dwellings ranging from 350m<sup>2</sup> to 600m<sup>2</sup> allotments.

South-east of the subject, also along Ghazeeopore Road is the Armstrong Creek West Precinct which includes 559 hectares of rural land. This area is identified in the Urban Growth Zone and therefore a Precinct Structure Plan has been approved to guide future development. Once fully developed, Armstrong Creek West will provide a number of residential precincts with an overall density of 15 dwellings per hectare, a future public transport interchange and railway station, active and passive open space, an employment precinct and activity centres.

West of the site is the Geelong 4B Ring Road which has been recently constructed by VicRoads. The road has been constructed at a higher grade than the subject site, and thus batters exist between the road pavement and the subject site property boundaries. A small linear strip of flat land directly along the western site boundary has also been acquired by VicRoads during the construction of the 4B Ring Road for the purpose of providing a shared pedestrian, cycle path and a VicRoads maintenance path

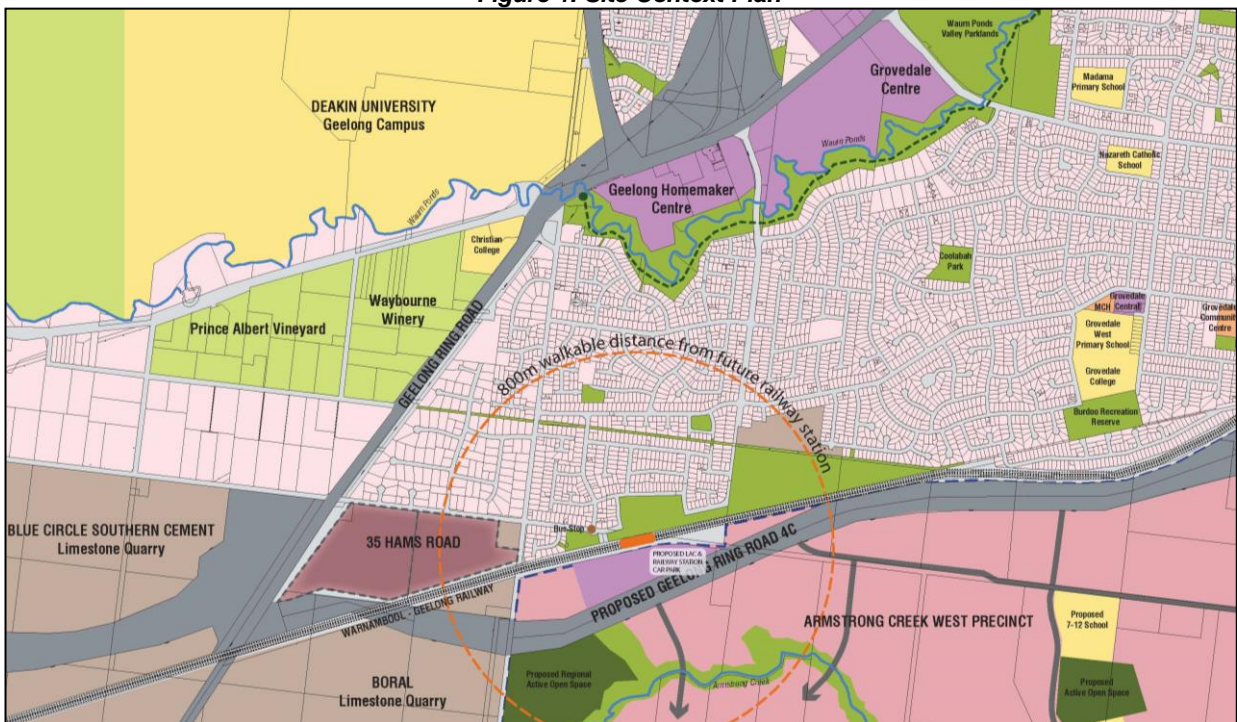
A future connection of the 4C Ring Road is also planned to be established along the southern boundary of the subject site (intersecting with the railway line at one point). This road is expected to commence construction in late 2013 and be completed by mid 2015. Importantly, this road along the southern alignment will be completed in advance of any residential development of the subject site. Similar to the road design along the western boundary, this road will also be constructed above grade (i.e. 8 to 9 metres above the natural surface of the subject site) and will include batters to the site boundary. A significant landscaped buffer will be established along the batters to reduce visual impacts of the road from the subject site.

Immediately to the south of the subject site is the Geelong – Warrnambool Railway line. It is understood services operate from Monday through to Saturday on this line with three (3) passenger trains operating each day. Two services also operate on Sunday.

Land south of the train line is owned by Boral who have a works permit to carry out quarrying practices on the site to obtain limestone. No quarrying of the land directly south of the railway has commenced to date.

As demonstrated in Figure 1, the urban boundary of Waurn Ponds is physically defined by the Geelong - Warrnambool Railway Line and Geelong Ring Road 4B and 4C. The subject site forms the last remaining parcel of Farming Zone land in the area is fragmented from any other agricultural uses. The Amendment will facilitate 'in-fill' residential development on the subject site which consolidates the urban area of Waurn Ponds.

**Figure 1. Site Context Plan**



## 3.2 Subject Site

The subject site is located at 35 Hams Road and 151-229 Anglesea Road, Waurin Ponds and is contained within four (4) title allotments described as:

- Lot 1 TP77822;
- part of Lot 3 PS644553;
- Lot 4 PS644553; and
- part of Lot 1 PS644553.

The subject site is irregular in shape, has a total area of approximately 23.7 hectares and is currently vacant.

### Characteristics of the site include:

- The subject site's northern property boundary is approximately 600 metres in length. It has frontage and informal access from Hams Road.
- The subject site's southern boundary is approximately 905 metres in length. Approximately 50% of the southern boundary abuts Stage 4C of the Geelong Ring Road and the other part of the boundary abuts the Geelong / Warnambool rail reserve.
- The subject site's western boundary is approximately 465 metres in length. The boundary abuts the recently completed Stage 4B of the Geelong Ring Road.
- The site eastern boundary is approximately 257 metres in length. Part of the western boundary fronts Ghazeeppore Road and the Powercor Waurin Ponds Terminal Station.
- A drainage line (part of the upper section of Armstrong Creek) traverses the mid-section of the subject site, draining in a west-east direction.
- The subject site contains very little vegetation. Vegetation which exists on the subject site is significantly degraded.

### Cultural Heritage

A systematic surface survey of the Study Area was undertaken on the 6th of March 2014. The archaeological survey was undertaken by cultural heritage advisor Matthew Barker of BHM P/L. No Indigenous archaeological sites were identified within the Study Area during the field investigation (this includes artefact scatters, scarred trees, caves, cave entrances and rock shelters). The results of the archaeological survey indicate that the Study Area comprises land that is potentially sensitive to Aboriginal archaeological sites and is a landform that previous studies within the vicinity of the study area have shown to contain Aboriginal cultural material. The area within 100m of the west branch of Armstrong Creek (Map 4) is considered to be of moderate to high archaeological sensitivity with the remainder of low potential sensitivity.

### Recommendations

No further archaeological assessment is required for rezoning of the study area. A Cultural Heritage Management Plan must be undertaken for future development of the study area. Under the *Aboriginal Heritage Act 2006* and in accordance with the *Aboriginal Heritage Regulations 2007* a mandatory Cultural Heritage Management Plan (CHMP) is required for the proposed activity, because the study area contains an area of Cultural Heritage Sensitivity identified as land within 200m of a waterway, and the eventual residential subdivisions are defined as high impact activities.

Notwithstanding these recommendations, it is noted that the results of this assessment established the following:

- *There are no registered Aboriginal Cultural Heritage Places located in the Study Area;*
- *There has been no previous archaeological assessment of the Study Area;*
- *Previous archaeological assessments in the region have indicated that Aboriginal archaeological sites within the region are likely to comprise stone artefacts in surface exposures and shallow subsurface deposits on elevated landforms (e.g. hill tops, hill slopes) overlooking watercourses;*

- There is potential for higher density stone artefacts to occur in intact soil deposits closer to the Armstrong Creek West Branch;
- There would have been a range of plant, animal and mineral resources available for Indigenous people living in, or in the region of, the Study Area;
- Artefact scatters are the most likely predominant site type;
- **The Study Area was most likely subject to both burning episodes prior to European settlement and after during land clearance. The latter in particular would have had a significant effect on the soils. Thus any surface sites existing at the time are likely to have been highly disturbed and distributed;**
- Artefacts made on a variety of material including silcrete, quartz and quartzite, and lesser quantities of coastal flint; and
- Microliths indicative of the Australian Small Tool Tradition, and generally associated with the past 5000 years of Aboriginal occupation, may be present; and
- **Other forms of Aboriginal cultural heritage (e.g. scarred trees, burials or mounds) are unlikely to occur in the Study Area given the clearance of all native vegetation and intensive agricultural activity during the nineteenth century.**

### Site Contamination

Historically the subject site has been utilised for agricultural grazing purposes. Grazing is not considered to be a potentially contamination use, under *Ministerial Direction No.1* or the Potentially Contaminated Land Practice Note. Therefore, there is an extremely low likelihood that the subject site would have been contaminated by past land uses and it would not be considered to be potentially contaminated land. Therefore the proposed rezoning accords with *Ministerial Direction No. 1*.

### Current Planning Provisions

The subject site is currently located within the Farming Zone (FZ) and is not affect by overlay provisions. Figure 2 illustrates the subject site's zoning provisions. The FZ seeks to allow for agricultural uses and supporting agricultural industries. Given the subject site is the last remaining piece of FZ land in the immediate area, it is fragmented and is not of a size and nature suitable for agricultural practices.

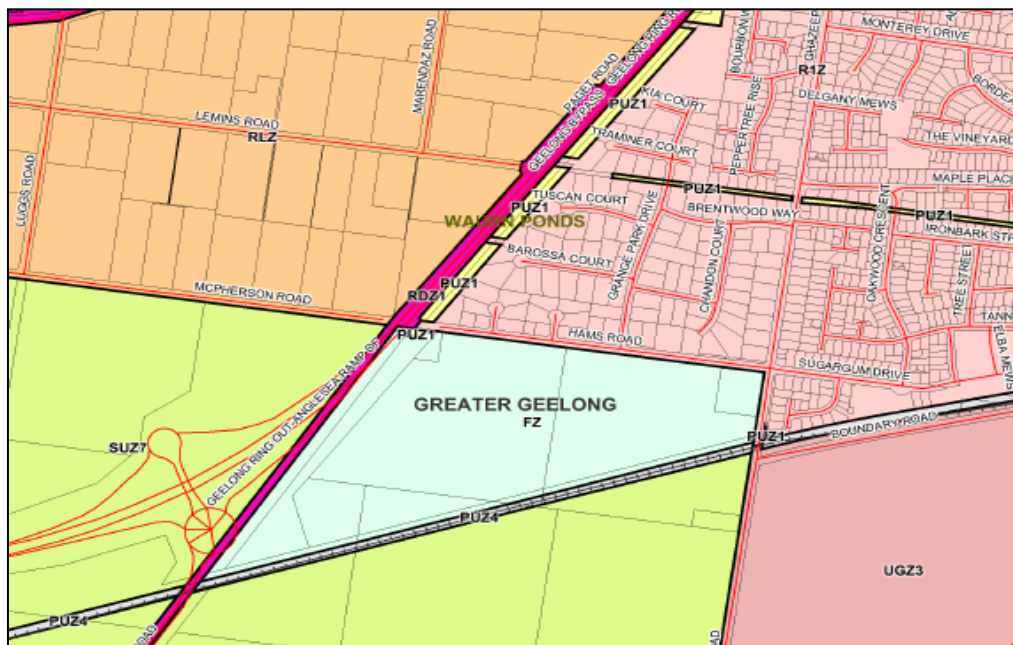


Figure 2. Zoning Plan

### 3.3 Site assessments

A number of technical reports have been undertaken for the subject site. These reports demonstrate the subject site is suitable for residential development for the following reasons:

- noise impacts generated from road and rail uses in the surrounding area are minor and can be mitigated by minor attenuation treatments in future residential development on the subject site;
- vegetation on the subject site is 'degraded treeless vegetation' which can be removed without offset requirements;
- potential fauna habitats which may exist on the subject site could be retained within the waterway riparian corridor reserve;
- the subject site is capable of retarding stormwater run-off to predevelopment levels and treat stormwater in accordance with best practice. This can be achieved through the retention of the existing waterway and establishment of retarding basins;
- no major upgrades to the surrounding transport infrastructure in the area is required to support future residential development on the subject site; and
- the subject site is located well outside of areas affected by blasting for quarrying activities on the Boral site.

A summary of all technical reports is provided in the following sections.

#### Road Traffic and Rail Noise Assessment

Given the subject site's proximity to the Geelong Ring Road (sections 4B and 4C) and the Geelong - Warrnambool railway line a 'Road Traffic and Rail Noise Assessment' (July 2013) has been prepared by Marshall Day Acoustics. The report assessed the existing and future noise impacts from the surrounding road and rail land uses on the subject site. The report concludes that with some minor noise attenuation treatments, the subject site can be developed and utilised for residential purposes.

DPO 26 requires acoustic measures to be addressed as part of a future development plan.

A copy of the Road Traffic and Rail Noise Assessment was included in the original submission.

#### Due Diligence Flora and Fauna Survey

An original due diligence assessment conducted by Practical Ecology in May 2012 revealed areas of vegetation that may have required offsets if cleared. A copy of the initial Due Diligence Flora and Fauna Survey was included in the original submission.

Some patches of remnant indigenous grasslands were identified on the subject site. Due to historic disturbance through cropping, potential for significant flora species has been reduced. All remnant vegetation on the subject site therefore has potential to be 'Degraded Treeless Vegetation'. Areas identified as Degraded Treeless Vegetation will be considered through future residential development of the subject site and retained where possible however, it is noted this form of vegetation may be removed without offset. A future flora assessment will be required to determine the exact extent of vegetation to be removed.

Although targeted surveys are required to confirm presence of significant fauna species on the subject site, it is recognised that potential habitat is generally restricted to the existing waterway and immediately surrounding area. This waterway will be retained within a linear reserve extending for approximately 20 meters from the top of bank each side of the waterway. The waterway and linear reserve will allow for retention and rehabilitation of potential habitat if fauna species are identified. Retention of the waterway is likely to further enhance habitat values on the subject site when compared to existing conditions and this will allow for migration and movement of potential fauna through the site.

Due to changes in legislation (December 2013) and comments received from the CoGG, an assessment of the site to document the ecological conditions in relation to new legislation has been undertaken. The attached report by Practical Ecology outlined the relevant considerations for the rezoning of the site in relation to relevant native vegetation legislation. The following summarises the findings and recommendations of this assessment:

### Summary of Findings:

- *The site contained patches of low quality vegetation with little habitat value for significant species*
- *There was a high cover of invasive weeds across the site*
- *The drainage line contains the most environmentally sensitive areas within the site and requires careful consideration to avoid adverse impacts at the design stage*

### Summary of Recommendations:

- *As the site is within a Bushfire Prone Area (BPA) appropriate sighting of dwellings and allotments in order to achieve appropriate setbacks from unmanaged vegetation will be required.*
- *No development should occur within the PAO due to the objectives and future intended use of this land as outlined under this overlay.*
- *Attempt to incorporate existing patches of remnant indigenous vegetation into areas of open space*
- *Avoid designing buildings or works that impact on the drainage line*
- *Avoid placing lots and/or dwellings too close to vegetation that may need to be subsequently cleared to accommodate defensible space requirements under the BPA*
- *Avoid excessive earthworks within and adjacent to the drainage line*
- *Avoid creating situations that may increase erosion*
- *Consider the need to meet the minimum area and dimension requirements for offset plantings, if offsets are to be located on site*
- *It is recommended that ecological enhancement works be undertaken along the drainage line that do not create areas of classifiable vegetation.*
- *Revegetation offsets, if intended to be created on site, may not account for the total offset required. Therefore, offsets for the loss of vegetation on site are recommended to be sourced off site, through native vegetation credit traders.*
- *Weed infestations should be controlled where areas of open space are to be created. A weed management program will need to be prepared to manage weeds across areas of open space and any areas where offsets are to be established. This should include areas along the drainage line.*
- *Weed seed should not be spread onto, or out of, the site during construction works. This requirement should be included in any weed management program that is prepared for the site.*

There is nothing noted in either the findings or the recommendations presented by Practical Ecology that restrict the rezoning of the land for residential purposes. Any detailed requirements can be incorporated into the proposed DPO26, and ultimately considered at the detailed design stage of any future subdivision permit application.

### Surface Water Management Strategy

A Surface Water Management Strategy (SWMS) has been undertaken by Neil Craigie (September 2013) to assess the subject site's suitability to detain, convey and treat stormwater runoff from residential development.

The SWMS allows for the retention of an unnamed waterway which will convey stormwater runoff through the subject site, into the downstream catchment. The waterway will be formalised as part of future residential development and will form part of a riparian corridor reserve. Two retarding basins are also to be established along the waterway. Together, the waterway and retarding basins will ensure site run-off is retarded to predevelopment flows.

Water quality treatment measures will also be established in the waterway and retarding basins to provide on-site treatment systems to meet best practice requirements.

The waterway riparian corridor reserve and retarding basins will also be planted with high quality landscaping to provide amenity and open space for future residents.

A copy of the Surface Water Management Strategy was included in the original submission to CoGG.

### **Traffic Preliminary Assessment**

A Traffic Preliminary Assessment was completed by SMEC (August 2013) to assess the impact that potential of the future residential development may have on the existing road network. The assessment concludes that the future residential development of the site may have some impact on the surrounding network; however these impacts are considered minor and can be efficiently mitigated. Mitigation methods are prescribed within the report and DPO26.

A copy of the Traffic Preliminary Assessment was included in the original submission to CoGG.

### **Preliminary Assessment of the Effects of Blasting**

The site is located in proximity to the land identified as the Boral quarry. Rock blasting for limestone extraction has not yet commenced on the Boral site. A preliminary assessment of the effects of the future blasting on the subject site has been undertaken by Terrock Consultants (August 2013).

The assessment concludes that the 800 metre separation distance between the Boral quarry site to the south and the subject site is considered to be sufficient for flyrock not to be an issue when blasting occurs within the area designated for possible blasting. The 800 metre estimate is well beyond the general 800 metres required between blasting and sensitive uses such as residential development. For avoidance of doubt, blasting on the Boral land will have no impact on the subject site. This position is also supported by Department of State Development, Business and Innovation (DSDBI).

Similarly, the ground vibrations that are predicted to occur from blasting at the site are considered to be below the DSDBI guidelines limits.

A copy of the Preliminary Assessment of the Effects of Blasting was included in the original submission to CoGG.

## 4 Possible Concept Layout Plan

A concept layout plan has been prepared for the subject site to demonstrate how future development may occur in respect of the site context, site characteristics, technical assessments and stakeholder consultation. Refer to Figure 3 and the attached – Possible Concept Layout Plan.

This possible concept plan is to assist CoGG’s understanding of potential development outcomes for the subject site. It is noted that this plan does not form part of the Amendment.

Key features of the concept layout plan are discussed in principle in the following sections to further assist Council’s understanding of potential development outcomes on the subject site.

**Figure 3. Possible Concept Layout Plan**



### Housing Options

The subject site is capable of accommodating a range of housing options which are responsive of the surrounding urban character, natural topography of the land, current and future surrounding infrastructure and current market trends. It is likely housing type and form will consist primarily of single detached dwellings on lots which range in size between approximately 300m<sup>2</sup> and 650m<sup>2</sup>.

Some medium density dwellings may be established in areas adjacent to amenity such as open space reserves and waterways. Medium density dwellings could be developed as integrated housing units or terrace style accommodation. This approach will ensure diversity of housing types and opportunities for achieving affordable housing.

### Waterway Retention

Retention of the existing waterway on the subject site is required generally consistent with its existing location. The possible concept layout plan demonstrates how the waterway is likely to be retained through the subject site and a potential reserve layout for the required riparian corridor reserve. In accordance with the requirements of the CoGG and the CCMA this reserve will be partially planted and grassed providing an attractive green spine through the estate.

On-site retention is required to detain water to pre-development flows and treat stormwater to best practice. The possible concept layout shows two (2) retention basins on the subject site which are indicative of the size and appropriate location for such assets. Through consultation with CCMA it has also been confirmed that these retention basins may be established 'on-stream' within the waterway corridor if required.

### Open Space

Passive open space will generally be provided as part of the waterway riparian corridor reserve. It will consist of some areas which are densely planted and others which are grassed and can be used for recreational purposes.

A major benefit of incorporating passive open space within the waterway reserve is that it will form an open space link from west to east throughout the subject site and beyond into the Armstrong Creek West Precinct active open space area. Passive open space will also benefit existing residential areas to the north of the subject site and will provide opportunities for social interaction between the neighbouring areas.

### Movement and Access

Access to the subject site will be retained via Hams Road and CoGG has confirmed a preference for no access to Ghazeepore Road. This outcome is reflected in the possible concept plan. It is also logical to provide at least one access point to each landholding (as per existing, parent title boundaries) to allow for both parcels to be developed concurrently via independent development fronts.

Internal access through the subject site will provide some connections across the existing parent title boundaries. This will provide good integration for the future residential neighbourhood and is likely to provide an efficient road layout as opposed to establishing individual layouts for each land holding.

Pathway connections through the subject land may be provided through the linear riparian corridor reserve. The reserve will ideally be established to provide pedestrian and cycle access from the north western site boundary through to the south east and into a wider pathway network as part of the Armstrong Creek West Precinct.

A copy of the Possible Concept Plan is included in this updated report.

### Safety Management Study

An SP AusNet gas transmission pipeline is located approximately 16m from the western boundary of the subject site, for its full length. The (approximate) location of this pipeline is shown in Figure 3 above. The pipeline is currently used to transport high pressure natural gas between Fyansford and Waurm Ponds. OSD were engaged in April 2014 to undertake a Safety Management Study, in accordance with the requirements of AS2885.1. The safety management process requires threat identification and threat mitigation by external interference protection and by design and procedural measures. A Safety Management Workshop was held on the 4<sup>th</sup> April 2014. A full copy of the report documenting the findings and recommendations of this SMS is attached. It is appropriate in this instance that a requirement of the DPO26 would be to refer any application for a Development Plan to SP AusNet for their consideration. Notwithstanding, it is important to note the following conclusions:

- *The SMS Workshop gave detailed consideration to the threats identified for the section of pipeline under review in this SMS.*
- *Based on the pipeline documentation used and discussions held at the SMS Workshop, all threats identified have either been determined as non-credible or have been controlled. No threats required failure analysis or risk assessment.*
- *A total of 5 Actions are required to ensure that additional design and procedural measures are incorporated.*
- *The SMS Workshop has determined by consensus that the Pipeline Location Class for the section of pipeline reviewed is to be amended to T1 Residential. The Workshop concludes that there are sufficient procedural and physical controls for a T1 designation. This is an increase to the current Pipeline Location Class which is R2 Rural Residential.*
- *Based on this outcome, SP AusNet is required to review its internal documentation and consider any additional requirements such as signage for T1 compliance per AS 2885.*

## 5 Planning Scheme Amendment

This section provides an assessment of the Amendment following the assessment criteria outlined in the *Ministerial Direction No. 11 on Strategic Assessment of Amendments*. A copy of the Explanatory Report and Exhibition Mapping is found at **Attachment D**.

### 5.1 Why is the amendment required?

The existing Farming Zone is considered to be inappropriate for the subject site given the land is owned in four (4) separate titles and therefore each land holding is too small in area to be used for productive farming purposes. It is noted, the overall size of the subject site is also not ideal for agricultural uses. Additionally, there is no opportunity to expand the Farming Zone given the surrounding land use and location of the site.

The subject site was first identified for urban development in the *Waurn Ponds Valley Structure Plan 1977*. Since then, it has been previously withheld from development due to the uncertainty of the final alignment of the Geelong Ring Road which has now been finalised. Parts of the subject site have recently been acquired by VicRoads for this purpose and therefore it is logical that use of the land for urban purposes is progressed. This Amendment seeks to facilitate rezoning the balance land in accordance with the CoGG's strategic intent for the area.

The recently finalised G21 Regional Plan and the G21 Residential Land Supply Monitoring Project (July 2013) identifies the subject site as 'potential residential' land. The G21 Regional Plan seeks to deliver co-ordinated growth in the region to the year 2051 and make land supply available to provide for the predicted population target of 500,000 people. This Amendment is required to implement the outcomes of the G21 Regional Plan by delivering residential land supply to accommodate for future population growth and will assist in maintaining an adequate supply of residential land within the CoGG.

The subject site is located in close proximity to Waurn Ponds, Grovedale and Armstrong Creek townships. With finalisation of the Geelong Ring Road alignment along its southern and western boundaries, the subject site forms the last remaining wedge of non-urban land use in the Waurn Ponds area. It presents an 'infill' residential development opportunity that will consolidate the existing urban areas and make efficient use of surrounding physical and community infrastructure.

The Amendment will provide a range of net community benefits such as retention of the waterway, passive open space, housing options, cycle and pedestrian links and a contribution toward regional community infrastructure. This will result in a positive planning outcome for the CoGG and makes best use of the subject site.

The Amendment also seeks to apply DPO26 (Clause 43.04s26) to the subject site to ensure that the future development of land achieves a co-ordinated approach that further addresses the constraints of the site.

### 5.2 How does the amendment implement the objectives of planning in Victoria?

Consistent with the objectives set out in Section 4 of the *Planning and Environment Act 1987*, the proposed rezoning of the subject site:

- Provides for the fair and orderly development of Waurn Ponds by allocating land for residential that can utilise the existing and future surrounding infrastructure.
- Balances the need for new housing against the environmental constraints and opportunities of the area.
- Provides planning guidelines and expectation for development to ensure that the new community is a pleasant, efficient and safe place to live.

### 5.3 How does the amendment address the environmental effects and any relevant social and economic effects?

#### **Social and Economic Effects**

It is intended that the Amendment will result in positive social and economic effects by providing appropriate housing opportunities, including increased housing choice in an area designated as 'potential residential' at a regional level. The future development of land and subsequent community in the area will provide stimulation to the local economy.

It is also expected that the construction activity generated by future residential development will result in some local employment generation.

In addition the future residential development will need to incorporate a 10% open space contribution in accordance with the schedule to Clause 52.10 of the Planning Scheme. The development will therefore provide additional open space for the surrounding neighbourhood to utilise.

Council and VicRoads have confirmed the need for a shared cycle/pedestrian path through the subject site (ideally following the drainage/open space alignment) which will link surrounding local and regional open space/ recreation opportunities.

#### **Environmental Effects**

Specialist technical reports have been prepared for the site and provide a detailed assessment of the area. These assessments identify that there is likely to be very little environmental values contained within the site and therefore the site is appropriate for urban development and residential use.

#### *Noise*

Given the site's proximity to the future Geelong Ring Road and the Geelong/Warrnambool railway line a 'Road Traffic and Rail Noise Assessment' (July 2013) has been prepared by Marshall Day Acoustics. The report assessed the existing and future noise impacts from the surrounding land on the subject site in accordance with the appropriate *Australian Standards*. The report concludes that with some minor noise attenuation treatments the subject site can be developed and utilised for residential purposes.

DPO 26 requires acoustic measures to be addressed as part of a future development plan.

#### *Blasting (Air Quality, Vibrations and Buffer distances)*

The site is located proximate to the Boral limestone quarry. Rock blasting for limestone extraction has not yet commenced on the Boral land to the south. A preliminary assessment of the effects of the future blasting on the subject site has been undertaken.

The assessment concludes that the 800 metre separation distance between the Boral blasting area to the south and the subject site is considered to be sufficient for flyrock not to be an issue when blasting occurs.

Similarly, the ground vibrations that are predicted to occur from blasting at the site are considered to be below the Department of State Development, Business and Innovation (DSDBI) guidelines limits.

Clause 13.04-2 of the SPPF seeks to *assist the protection and improvement of air quality*. Policy Guidelines to address this element of the SPPF include the *Recommended Buffer Distances for Industrial Residual Air Emissions (1990) in assessing the separation between land uses that reduce amenity and sensitive land uses*.

These Guidelines have been updated in March 2013 however, they have not yet been incorporated into the Victorian Planning Provisions. Through consultation, EPA has advised the updated Guidelines should be addressed in support of the proposed Planning Scheme Amendment.

Section 7 of the updated Guidelines provides recommended separation distances for industrial residual air emissions and 'sensitive' land uses. In respect of the subject site's proximity to the Boral Quarry, the following recommended distances are prescribed:

- Quarry – quarrying, crushing, screening, stockpiling and conveying of rock without blasting: separation distance of 250 meters; and
- Quarry – quarrying, crushing, screening, stockpiling and conveying of rock with blasting: separation distance of 500 meters.

As detailed in previous sections of this report, quarrying activities with blasting will be limited to part of the Boral Quarry in excess of 800 meters away from the subject site's closest boundary. Therefore, this buffer requirement does not affect the subject site.

It is acknowledged that a 250 metre separation distance for quarrying activities without blasting may affect a small area of the subject site along the southern boundary. However, these impacts are based on Boral's current Works Authority. Known future amendments to this Works Authority will increase this buffer based on the future acquisition of the northern part of the Boral land holding by VicRoads for the construction of Baanip Boulevard (Geelong Ring Road 4C) and additional buffer requirements between the quarry and the new road.

In any case, construction of the Baanip Boulevard (Geelong Ring Road 4C) will be of a nature that forms a physical barrier between the air emissions generated by the quarry (both blasting and non-blasting activities). The detailed design of the structure is yet to be finalised however, it is understood that the road structure is conceptually designed to provide an overpass across the existing railway. This approach requires the road to be built up approximately 9 meters from ground level with batters extending along both sides (refer to **previous attachments** - VicRoads Baanip Boulevard Concept Design (extract)). On completion of Baanip Boulevard (Geelong Ring Road 4C), topographic conditions will form a significant man made screen and barrier that will mitigate any air, dust and noise concerns generated by the Boral Quarry. On this basis, it is reasonable that the 250 metre buffer distance is considered in the context of the construction of a major barrier between the proposed Boral works area and the future development of residential dwellings on the subject site.

As part of the Baanip Boulevard (Geelong Ring Road 4C) construction a significant landscape buffer will be established between the subject site and the road pavement (refer to **previous attachments** - Geelong Ring Road Stage 4C Landscape Planting Concept). The boulevard planting will consist of large, established canopy trees with some shrub planting along the embankments (refer to **previous attachments** - Geelong Ring Road Stage 4C Photomontage View from Hams Road) . This landscaping buffer is generally replicated along the southern side of the Baanip Boulevard (Geelong Ring Road 4C) alignment along Boral's land. This landscaped buffer will form a further physical barrier between that will assist to reduce air emissions, particularly in relation to dust, generated by quarrying activities.

Most of the subject site will fall outside of the 250 meter buffer and therefore will meet the requirements set out in *Recommended Buffer Distances for Industrial Residual Air Emissions (2013) in assessing the separation between land uses that reduce amenity and sensitive land uses*. Based on the existing Boral Works Authority, the recommended buffer distances affected a relatively small area of the subject site along the southern boundary. These distances are a guideline only and there is flexibility to reduce the buffer areas based on particular site conditions. Under the circumstances there is clear justification for reduction of the 250 meter buffer guidance due to:

- further buffers required between the Baanip Boulevard (Geelong Ring Road 4C) and Boral site to ensure dust emissions from quarrying activities do not impact on visibility for road users;
- the natural topographic barrier formed by the Baanip Boulevard (Geelong Ring Road 4C) construction; and
- a significant landscape buffer along the edge of the Baanip Boulevard (Geelong Ring Road 4C).

### *Flora and Fauna*

An initial Due Diligence Flora and Fauna Survey was undertaken by Practical Ecology (July 2013) to provide an assessment and survey of the existing vegetation types that exist on site. This has been further updated by **Attachment A** - Practical Ecology report dated April 2014 which takes into consideration and responds to recent policy and legislative changes.

Some patches of remnant indigenous grasslands have been identified on the subject site. Due to historic disturbance through cropping, potential for significant flora species has been reduced. All remnant vegetation on the subject site therefore has potential to be 'Degraded Treeless Vegetation'. Areas identified as Degraded Treeless Vegetation will be considered through future residential development of the subject site and retained where possible however, it is noted this form of vegetation may be removed without offset. A future flora assessment will be required to determine the exact extent of vegetation to be removed.

Although targeted surveys are required to confirm presence of significant fauna species on the subject site, it is recognised that potential habitat is generally restricted to the existing waterway and immediately surrounding area. This waterway will be retained within a linear reserve extending for approximately 20 meters from the top of bank each side of the waterway. The waterway and linear reserve will allow for retention and rehabilitation of potential habitat if fauna species are identified. Retention of the waterway is likely to further enhance habitat values on the subject site when compared to existing conditions and this will allow for migration and movement of potential fauna through the site.

The Amendment does not propose to remove any vegetation. Any future vegetation removal as a part of residential development will be dealt with at the detailed planning permit stage. It would be appropriate in this instance to include requirements relating to the maintenance / management / removal of any native vegetation as a requirement of the Development Plan Overlay Schedule.

### *Drainage*

A Surface Water Management Strategy (SWMS) has been undertaken by Neil Craigie (September 2013) to assess the subject site's suitability to detain, convey and treat stormwater runoff from residential development.

The SWMS allows for the retention of an unnamed waterway which will convey stormwater runoff through the subject site, into the downstream catchment. The waterway will be formalised as part of future residential development and will form part of a riparian corridor reserve. Two retarding basins are also to be established along the waterway. Both the waterway and retarding basins will ensure site run-off is retarded to predevelopment flows.

Water quality treatment measures will also be established in the retarding basins to ensure on site treatment systems to meet best practice requirements.

The waterway riparian corridor reserve and retarding basins will also be planted with high quality landscaping to provide amenity and open space for future residents.

The SWMS also identifies that geotechnical investigations will be required during the detail design to confirm lining for wetlands and the suitability of soils. The recommendations of the report have been addressed in DPO26 and will be a requirement of a future Development Plan for the subject site.

## 5.4 Does the amendment address relevant bushfire risk?

The subject area is bound by residential land to the north and east and Boral owned land to the south and west with an existing rural residential area located to the northwest. The Regional Bushfire Planning Assessment – Barwon to South West Region (April 2012) does not identify any bushfire hazards areas within the Waurin Ponds area.

The amendment does not include any new planning controls for bushfire risk for the subject site.

## 5.5 Does the amendment comply with the requirements of any Minister's Direction applicable to the amendment?

The amendment is consistent with the Ministerial Direction on the Form and Content of Planning Schemes under section 7(5) of the *Planning and Environment Act 1987*.

#### *Ministerial Direction 9 Metropolitan Strategy*

This Amendment does not relate to a planning scheme within metropolitan Melbourne, however, it is consistent with the Melbourne 2030 approach to urban planning by locating residential land in proximity to both established neighbourhoods, future urban areas, activity centres and transport infrastructure.

#### *Ministerial Direction 11 Strategic Assessment of Amendments*

The Ministerial Direction 11 is addressed by the accompanying Explanatory report.

#### *Ministerial Direction 15 Planning Scheme Amendment Process*

The assessment process and prescribed timeframes established in Ministerial Direction 15 will be followed for this Amendment.

## 5.6 How does the amendment support or implement the State Planning Policy Framework?

The amendment is consistent with the following Clauses of the State Planning Policy Framework (SPPF):

#### *Clause 11 Settlement*

The Amendment promotes the sustainable growth and development of regional Victoria supplying additional land supply for the Geelong Region. It will facilitate the logical inclusion of the subject site in the existing urban area of Waurin Ponds. In addition, the subject site is located in close proximity to key transport nodes, physical and community infrastructure, educational facilities, retail areas and employment opportunities. The Amendment will therefore facilitate efficient use of readily available and serviceable land supply in the Region.

The future residential development of land will utilise the Development Plan process to ensure that the orderly and appropriately sequenced development of the subject site is achieved.

#### *Clause 12 Environmental and Landscape Values*

Technical assessments undertaken in relation to the subject site have identified that very little vegetation exists on the land. The vegetation which does exist is considered to be 'degraded treeless vegetation'. Whilst the current Amendment does not propose to affect the existing environmental landscape of the area, future residential development of the land may require the removal of vegetation however, this will not result in loss of significant biodiversity values.

The new schedule to the Development Plan Overlay has addressed the environmental and landscape values of the subject site to ensure the retention of waterways and native vegetation are incorporated into the future development design where possible. In addition to this, and following the changes to this Clause introduced in December 2013, an updated assessment has been undertaken and responds directly to the changes in legislation and policy.

#### *Clause 16 Housing*

The Amendment supports this clause by seeking to rezone underutilised and unsustainable farming land to allow for residential uses. It will logically consolidate the existing urban area and will facilitate a range of housing options in close proximity to existing community facilities, activity centres and a future railway corridor.

Rezoning of the subject site will provide vacant residential land for the housing market segment within Geelong region. The future development of the land will deliver a range of housing choice, lot sizes and densities that can be established and detailed through the Development Plan process.

Given the subject site is generally flat and void of physical constraints for development it is capable of accommodating a wide range of housing types to respond to market demands and trends. The waterway riparian corridor reserve provides a unique opportunity to establish medium density housing types which have frontage to an attractive landscape.

#### *Clause 18 Transport*

The DPO26 requires a sustainable transport system through the integration of an internal road network to the wider network. Sustainable personal transport is also supported as a network of walking and cycling paths will be provided.

A Traffic Preliminary Assessment addresses the impact that residential development may have on the existing road network. The assessment concludes that the future residential development of the subject site may have some impact on the surrounding network, however these impacts are considered minor and can be efficiently mitigated. Mitigation methods are prescribed within DPO26.

### 5.7 How does the amendment support or implement the Local Planning Policy Framework?

The amendment is consistent with the following Clauses of the Local Planning Policy Framework (LPPF) and Municipal Strategic Statement (MSS):

#### *Clause 21.06 Settlement and Housing*

The Amendment implements City of Greater Geelong's local policy by consolidating urban areas. The subject site presents a unique 'in-fill' opportunity that will provide for a range of housing types in close proximity to existing urban services and public transport options. Development facilitated by this Amendment will establish residential land with the opportunity to contribute to affordable housing options in the Geelong region.

### 5.8 Does the amendment make proper use of the Victoria Planning Provisions?

The future residential zone and application of DPO26 on the subject site makes proper use of the Victorian Planning Provisions to facilitate residential growth within an established residential area.

The use of the General Residential Zone (GRZ) is considered appropriate in this circumstance to enable the future development of the land, particularly when taking into consideration the surrounding context.

### 5.9 How does the amendment address the views of any relevant agency?

The following key government agencies, land stakeholders and municipality have been consulted throughout the preparation of this amendment:

- City of Greater Geelong (GoCC);
- VicRoads;
- Environmental Protection Authority (EPA);
- Department of Environment and Primary Industries (DEPI);
- Department of State Development, Business and Innovation (DSDBI);
- Corangamite Catchment Management Authority (CCMA); and
- Boral.

### 5.10 Is the amendment likely to have a significant impact on the transport system, as defined by section 3 of the Transport Integration Act 2010?

The *Transport Integration Act 2010* came into effect on 1 July 2010 'to create a new framework for the provision of an integrated and sustainable transport system in Victoria' that recognises the interdependency of transport and land use. Under Section 25 of the *Transport Integration Act 2010*, the Minister for Planning is required to have regard to the objectives and decision-making principles of the Act when making an approval

decision under the *Planning and Environment Act 1987* for any planning scheme that will have a significant impact on the transport system.

The amendment is generally consistent with the objectives and decision-making principles of the *Transport Integration Act 2010*, in particular by facilitating the following:

- Access to social and economic opportunities by providing an urban development area in Waurn Ponds surrounded by established residential land and requiring an appropriate road network to be constructed in accordance with VicRoads and CoGG requirements; and
- Improved safety, health and wellbeing by encouraging walking and cycling within the residential area.

### 5.11 What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?

The proposed Amendment may trigger an increase in planning permit applications as a result of the application of overlays. However, the proposed Amendment will not pose unreasonable resource and administrative costs on Council in its capacity as the responsible authority.

### 5.12 Panel hearing dates

In accordance with clause 4(2) of Ministerial Direction No.15 the CoGG will pre-set panel hearing dates prior to authorisation of the Amendment.

## 6 Conclusions

This report has been prepared in support of the request to amend the City of Greater Geelong Scheme to rezone land at Hams Road, Waurn Ponds from Farming Zone (FZ) to General Residential Zone (GRZ) and apply the requirement of a development plan prior to any development.

The report addresses and considers all relevant legislation and local planning instruments and provides justification of the proposal. In particular the following conclusions and recommendations for approval are drawn:

- the strategic vision of the subject land under the City of Greater Geelong Planning Scheme will be implemented.
- rezoning of the subject land from FZ to GRZ will provide for population growth in Waurn Ponds and application of the future DPO26 will ensure that future urban development is delivered efficiently and in a co-ordinated manner.
- through implementation of a future Development Plan, the subject land will deliver an integrated and sustainable neighbourhood, where residents can choose from a range of housing types in high amenity settings.
- future residential development of the subject site will be well serviced by existing physical and community infrastructure including schools, universities, retail and activity centres, open space and, local and regional transport links;
- through future residential development of the subject site the existing waterway and environmental values will be enhanced;
- there is very little vegetation on the subject site and therefore future residential development will not result in significant loss to biodiversity values;
- impacts on the nearby SP Ausnet Gas Transmission Pipeline are limited and non-detrimental;
- any Cultural Heritage values have significantly deteriorated over time due to the agricultural activities long since practiced on site;
- noise impacts generated from road and rail uses in the surrounding area can be mitigated by minor attenuation treatments in future residential development on the subject site;
- a significant barrier between the subject site and the Boral quarry will be established by construction of the Baanip Boulevard (Geelong 4C Ring Road) which will be planted with attractive landscaping. This barrier will mitigate impacts on future residential uses from non-blasting activities on the Boral quarry site;
- the subject site is located well outside of areas affected by blasting for quarrying activities on the Boral site and therefore future residents will not be impacted;
- the surrounding road network can accommodate future residential development on the subject site;
- there is an extremely low likelihood that the subject site would have been contaminated by past land uses;
- the subject site is not identified in an area of culturally sensitive area and therefore future residential development will not result in loss or disturbance to these areas; and
- significant consultation has been carried out in relation to future urban development on the subject land with Council, relevant authorities and surrounding land owners. This consultation generally demonstrates support for development of the subject site consistent with the GRZ.

As demonstrated in the report, the Amendment achieves a high level of support from applicable strategic planning documents and is worthy of CoGG support.

# Attachment A

Practical Ecology Report Dated April 2014

# Attachment B

Benchmark and Heritage Cultural Heritage Report dated April 2014

# Attachment C

Safety Management Study Report by OSD dated April 2014

# Attachment D

Updated Planning Scheme Amendment Explanatory Report