

### **3. OCEAN GROVE STRUCTURE PLAN REVIEW 2015**

<b>Portfolio:</b>	<b>Planning – Cr Heagney</b>
<b>Source:</b>	<b>Planning Strategy and Urban Growth</b>
<b>General Manager:</b>	<b>Peter Bettess</b>
<b>Index Reference:</b>	<b>Project: Ocean Grove Structure Plan Review 2015</b>

#### **Purpose**

The purpose of the report is to detail the findings of the review of the Ocean Grove Structure Plan 2007 (Amended 2008) and to request that Council adopt the draft Structure Plan 2015.

#### **Summary**

- The adopted Ocean Grove Structure Plan 2007 (Amended 2008) requires a basic review to be undertaken every 5 years to assess development trends and lot supply.
- The Structure Plan review commenced in late 2014. Informal stakeholder consultation was undertaken in May 2015 as part of the review process, which received a high level of interest and engagement.
- The draft Structure Plan builds on the township vision originally developed as part of the Bellarine Peninsula Strategic Plan 2006 - 2016 and updates the adopted Plan with changes to the State and Local Planning Policy Framework as well as Council studies.
- The draft Structure Plan contains key directions about urban growth, settlement and housing, infrastructure, natural environment, economic development and employment and rural areas.
- Given Ocean Grove's district role on the Bellarine and its status as an urban growth location, it is under pressure to accommodate further urban development.
- Analysis of lot supply data for the municipality, the Bellarine and the town reveals that there are sufficient residential land stocks to meet the forecast population growth over the short to medium term. Consequently, from a land supply perspective the draft Structure Plan does not need to consider additional growth areas.
- Key changes to note in the draft Structure Plan include the deletion of the indicative long-term settlement boundary from the Structure Plan map including the wording "protect long-term growth option" that affects land outside the existing settlement boundary west of Grubb Road; the realignment of the eastern settlement boundary along Banks Road and the proposed implementation and review of planning controls to guide future land use and development, particularly for commercial areas and older parts of the town.
- It is recommended that Council adopt the draft Ocean Grove Structure Plan 2015 and commence a planning scheme amendment to incorporate the necessary elements of the Structure Plan into the Greater Geelong Planning Scheme.

**Cr Farrell moved, Cr Heagney seconded -**

**That Council:**

- 1) adopt the draft Ocean Grove Structure Plan 2015; and**
- 2) resolves to prepare and exhibit a planning scheme amendment to include the necessary elements of the Structure Plan within the Greater Geelong Planning Scheme, subject to authorisation.**

**Carried.**

***Background***

The current Ocean Grove Structure Plan was adopted by Council in 2007 and subsequently amended in 2008.

The adopted Structure Plan required that the take-up of land and redevelopment within the town be monitored regularly and that a basic review of development and lot supply should be undertaken every 5 years. It also stated that should a basic review reveal that lot supply has fallen to a rate of less than 10 years for the town, a full review of the Structure Plan should be undertaken including an investigation of additional growth areas. The G21 Residential Land Supply Monitoring Project for Geelong (June 2015) prepared by Spatial Economics confirms that for the municipality, region and town there is adequate land supply in excess of 10 years.

The review has built upon the adopted Plan and updated relevant sections as a consequence of changes since 2007. This includes updated State and Local Planning policies including the new regional plan, the G21 Regional Growth Plan 2013, population growth, lot supply and dwelling/lot construction rates, the location of the settlement boundary and indicative long-term settlement boundary, environmental and social considerations and the need for future infrastructure and service provision within the town.

The draft Structure Plan has been prepared in consultation with internal and external stakeholders with some additional specialist input including the preparation of an activity centre framework plan for the future Grubb Road activity centre and restricted retail precinct in the north-east growth area.

The draft Structure Plan has been largely modelled on the City of Greater Geelong's Structure Plan framework to ensure consistency with other Council produced structure plans. The plan includes discussion on policy context, urban growth (demographics and lot supply), settlement and housing (urban environment) infrastructure (services, access and movement and community infrastructure), natural environment (flooding, climate change and key environmental features), economic development and employment (retail analysis, industrial analysis and tourism), and rural areas.

Since the adoption of the current Structure Plan, the town has seen significant changes including investment in community infrastructure; rezoning of land in the north-east growth area and subsequent subdivision and development; preparation of Council strategies and policies including the Ocean Grove Town Centre Urban Design Framework 2014; and implementation of Increased Housing Diversity Areas around the Town Centre and Marketplace neighbourhood activity centre.

One of the key issues considered in the draft Structure Plan relates to the relevance of the long-term growth direction of the town, principally relating to land west of Grubb Road between the existing settlement boundary and the indicative long-term settlement boundary shown on the Structure Plan map. Land in this area was kept outside the existing settlement boundary and included in the Structure Plan for consideration as a 'very long term potential future growth' option requiring a major investigation into its suitability for urban development. Consideration of this area for urban development is not required as part of the 2015 Structure Plan review process for reasons that will be outlined in the discussion section below.

A copy of the adopted Structure Plan map is included at **Appendix 1**.

### ***Discussion***

#### **Structure Plan review**

The Structure Plan review process commenced in late 2014. An important step in the process was engagement with key stakeholders. Initial engagement commenced in December 2014 with internal Council departments and key external stakeholders such as Barwon Water, VicRoads, Department of Education and Training et al. This provided a high level background to key infrastructure and land use/development issues in the town.

By reviewing the adopted Structure Plan, the following key matters were identified:

#### **Land Supply**

The State Planning Policy Framework requires municipalities to ensure a sufficient supply of land is available to accommodate a projected population growth over at least a 15 year period and, provide clear direction on locations where growth should occur. Structure planning for towns must consider residential land supply on a *municipal basis*, rather than a town-by-town basis. This is a key difference between the drafting exercise of the adopted Structure Plan and the draft Structure Plan 2015.

To assist Council in its assessment of land supply matters, the G21 Residential Land Supply Monitoring Project for Geelong (June 2015) provides a municipal wide analysis, including a township perspective.

From a land supply and demand basis, there is no requirement for additional broadhectare (greenfield land) residential stocks across the municipality. There is approximately 24 to 25 years of zoned broadhectare land supply. In terms of future broadhectare land supply stocks (unzoned or precinct structure plan required), there is an additional 13 years of supply to cater for projected demand across the municipality.

On a more localised scale, the Bellarine Peninsula requires no further broadhectare residential land stocks. There is 14 years of zoned broadhectare land supply. In terms of future broadhectare land supply stocks (unzoned), there is an additional 10 years of supply to cater for projected demand across the Bellarine.

Broadhectare residential land stocks within Ocean Grove are approximately 3,193 lots. In addition to existing broadhectare land, there are approximately 423 minor infill lots across the town and 436 future residential lots at the recently rezoned land at Trethowan Avenue/Ocean Grand Drive. The north-east growth area, east of Grubb Road, comprises significant broadhectare land supply in the town.

Notwithstanding Ocean Grove being the principal town on the Bellarine and its status as an urban growth location, the adequacy of land stocks are sufficient for the foreseeable future and importantly, will accommodate the projected population growth over the lifetime of the Structure Plan.

## **Existing and Long-term Settlement Boundaries**

The adopted Structure Plan planned for significant population growth up to the year 2020 and beyond. The Structure Plan planned for a 4% population growth over the lifetime of the Structure Plan up to 2020.

The adopted Structure Plan identified two settlement boundaries - an existing settlement boundary and an indicative long-term settlement boundary (See **Appendix 1**). The role of each boundary is explained below:

- A boundary (existing settlement boundary) for the lifetime of the Structure Plan to the year 2020 to accommodate a total population of approximately 21,000 and a future residential land supply of at least 10 years.
- A potential (indicative) long-term settlement boundary for the period beyond 2020 or when land supply falls below 10 years to ensure future development and location of services does not result in poor planning outcomes in the long term.

The role of the existing settlement boundary is to accommodate the majority of population growth within the north-east growth area. The role of the indicative long-term settlement boundary is to plan for the very long term potential growth of the town. However, the adopted Structure Plan was explicit in so far as stating that this area of land (west of Grubb Road) within the long term settlement boundary would require major consideration and examination of transport, infrastructure, social and community impacts to determine whether or not it is appropriate for urban development.

The draft Structure Plan 2015 does not consider that land west of Grubb Road, within the indicative long-term settlement boundary, is required for urban development over the lifetime of the plan nor is a major investigation required into its land capability. The inclusion of an indicative long-term settlement boundary on the Structure Plan map provides uncertainty and is not a practice that is supported by Council officers, Independent Panels appointed by the Minister for Planning to consider other structure plans on the Peninsula and also, State Government policy and guidance.

State Government policy and guidance, including Planning Practice Note 36 (PPN36) Implementing Coastal Settlement Boundaries provides a useful strategic planning framework for structure planning on the peninsula. A key parameter of PPN36 is to "identify areas suitable for future urban development inside the settlement boundary." PPN36 considers a coastal settlement boundary as a single settlement boundary, with a fixed outer boundary of urban development, and representing the future growth expectations for a settlement over a minimum 10 year planning horizon.

Forecast population growth over the lifetime of the draft Structure Plan will result in a township population of approximately 16,105 by 2030 (.id population forecast). Whilst focusing on a township basis to provide context to the adopted Structure Plan's high growth rate aspirations by 2020, the forecast population by 2020 according to .id will be less than the projected 21,000 population by 2020, which was expected to be largely accommodated in the north-east growth area.

The ultimate growth of the town is not a question that requires final resolution by the draft Structure Plan. However, given the extent of land supply within the nominated settlement boundary, the need to consolidate development within settlement boundaries, the need to protect rural land and the need to protect the rural landscape and town identities on the Bellarine Peninsula, and also landscape and environmental features, land outside the nominated settlement boundary is not supported for urban growth as part of this Structure Plan. Consistency with Council's approach to the preparation of other Structure Plan's on the Bellarine Peninsula is also an important factor.

Consequently, the draft Structure Plan proposes to remove the long-term settlement boundary from the Structure Plan map including the wording “protect long term growth option”. (See **Appendix 1** for reference to existing Structure Plan directions. See **Appendix 2** for draft Structure map directions.)

### **Settlement boundary at Banks Road**

The adopted Structure Plan identified land at the north-east corner of Banks Road and Shell Road as a possible location for an environmentally sensitive, master planned eco-tourist facility given its unique views of the coast, significant wetlands and proximity to the urban edge. The Structure Plan referred to this land as a “*special investigation area*”. A portion of the total site was included within the settlement boundary with the indication that the boundaries may require further refinement. It was acknowledged that a land use rezoning would be required to support such a facility. The current zoning is Farming (See **Appendix 2**).

No rezoning or development proposals for an eco-tourist facility have been put before Council since inclusion of the land in the settlement boundary.

The Farming Zone provisions have recently changed and provide for a more liberal approach to uses in rural areas. It is considered that the Farming Zone and other provisions in the Planning Scheme, including the proposed policy review for managing development in rural areas, provide a suitable basis to assess a future eco-tourist use on this site without the need for the land to be included in the settlement boundary.

Banks Road is considered a logical and robust eastern settlement boundary for the town. The draft Structure Plan proposes that the settlement boundary be realigned with the Banks Road reservation, retaining land east of Banks Road in the Farming Zone.

### **Future Grubb Road Activity Centre and Restricted Retail Precinct**

The north-east growth area contains both Commercial 1 and Commercial 2 Zone land. This land was rezoned as part of the broader residential growth area to facilitate the needs of the future population and broader town. The land in question is significant in size and will accommodate extensive commercial development over a long term period. Whilst Council requires a development plan to be prepared for the Commercial 1 Zone, Commercial 2 Zone (and Industrial 3 Zone) land in this area, further guidance in terms of urban design is required to ensure a quality design outcome is achieved.

As part of the Structure Plan review process, an urban design exercise was undertaken for the Commercial 1 Zone (activity centre) and the Commercial 2 Zone (restricted retail precinct). This resulted in the preparation of an activity centre framework plan to guide the future design and development of the two precincts. The process included design workshops with key stakeholders including the landowner. A number of key directions have been included in the draft Structure Plan to provide a strategic basis to support the urban design principles outlined the framework plan.

The draft Structure Plan recommends that the guidance provided in the activity centre framework plan should be included within a schedule to the Design and Development Overlay to enable Council to maintain a consistent approach to the assessment of future development applications for both precincts. The inclusion of a new schedule to the Design and Development Overlay in the Greater Geelong Planning Scheme will also ensure that key issues such as sensitive interfaces, creation of an attractive main street feel, and provision of appropriate pedestrian and cyclist connections with the broader growth area addressed.

## **Ocean Grove Town Centre Urban Design Framework (UDF)**

The UDF was adopted by Council in 2014 and stemmed from key directions included in the adopted Structure Plan. The UDF is a key framework tool used to guide the revitalisation of the Town Centre. The draft Structure Plan supports the key implementation projects identified in the UDF including a number of land use rezonings required to achieve the objectives of improving the commercial viability and attractiveness of the Town centre and facilitate the upgrading of key intersections.

### **Vegetation and Landscape Character**

Ocean Grove is renowned for its coastal character which is largely contributed to by existing vegetation cover, topography and views. Significant landscapes permeate the town and its surroundings. Through redevelopment, the character of the town, particularly in the older parts south of Thacker Street, is being affected. Loss of vegetation through redevelopment is a significant factor. There are also provisions within the Greater Geelong Planning Scheme that allow for the removal of vegetation where they are deemed to be of a bushfire hazard nature.

The draft Structure Plan recommends that further work be undertaken to assess the quality of vegetation in the older parts of the town to determine whether there is justification to apply planning controls for their protection and/or their contribution to the landscape character (See **Appendix 2**). This can be achieved using a number of planning overlays, including the Significant Landscape Overlay or the Vegetation Protection Overlay. Subject to the findings of the further work, a separate planning scheme amendment process would be required to implement any new planning controls. This would be subject to further consultation with the broader community.

A review of existing controls is also supported by the draft Structure Plan. This includes a review of Schedule 7 to the Significant Landscape Overlay to determine the effectiveness of permit triggers for removal of vegetation, the effectiveness of site coverage ratios to support greater vegetation coverage through new development, and the use of building materials that impact on the removal of vegetation.

### **Education**

The identification of a primary school site in the north-east growth area has been a long-standing principle in the Ocean Grove Structure Plan. However, since the preparation of the adopted Structure Plan, the Department of Education and Training (DET) advised that there was no requirement for a new primary school in Ocean Grove and consequently, landowners in the north-east growth area prepared development plans which did not set aside land for a school.

As part of the Structure Plan review, DET provided an updated position in relation to education service infrastructure in the town. DET advised that generally the need to provide an entire new school is triggered by a plan to develop 3000 new dwellings. Provisional demands under this can generally be accommodated by upgrades to existing schools.

DET advised that the current analysis for the town is showing the respective networks are expected to approach current capacity due to population growth. Despite any previous advice from the DET, it advised that any planning of significant additional housing development should include the identification of potential site(s) for future additional government primary schools, to ensure that future demand for local government school provision can be met.

The draft Structure Plan will continue to acknowledge the need for a new primary school in the town based on the advice of DET. Council will continue to work with the State Government to review and assess provision of education service infrastructure in line with population requirements and the ability of existing infrastructure to accommodate future demand. The draft Structure Plan will contain annotation of highlighting the need for a future investigation of a school site within the north-east growth area.

### **Public Consultation**

An informal public consultation event was held in May 2015 at the Boorai Children's Integrated Centre, Ocean Grove. Notices were placed in multiple newspapers in the weeks preceding the event. The notices informed the community about the upcoming informal consultation event and that there would be an opportunity to make submissions to the review process. Council's Facebook page and 'The Ocean Grove Voice' Facebook page were additional mediums used to inform the public. A consultation brochure, feedback form and consultation posters were prepared to inform the community. The event was well attended with over 50 people reviewing the consultation information. Council officers were available to answer questions and discuss any concerns.

The engagement process with the community largely focused on what has happened since 2007, what are the current known issues and what are the community's view for the future of the town. It should be noted that community feedback was not sought on the draft Structure Plan. This will be undertaken as part of the future planning scheme amendment process.

The review process received a high level of interest from the local media, which included numerous articles about key issues facing the town. Council officers also presented to a large audience at the Ocean Grove Community Association AGM in June 2015.

A total of 34 submissions were received through the informal consultation process. Submissions were received from residents of Ocean Grove and also, key landowners within and outside the existing settlement boundary. A number of submitters provided addendums to their original submissions. These primarily stemmed from key landowners in the town.

Numerous meetings were held with key landowners about future growth options for the town. These will be discussed in this section.

All submissions received have informed the preparation of the draft Structure Plan. While recurring key themes/key submissions are discussed below, reference to the draft Structure Plan should be made for consideration of more detailed matters.

Approximately 50% of the submissions (16) used the feedback survey forms. The summary below highlights the recurring matters contained in feedback surveys and individual submissions.

**Key attributes-** natural coastal environment, beaches, native vegetation, views, neighbourhood character, village atmosphere and lifestyle.

**Key Issues-** traffic congestion/management, protection and provision of vegetation, maintaining coastal feel, investment in footpaths, investment in bike paths, housing mix/affordability, lack of public transport, need for additional education infrastructure, lack of playgrounds, maintaining rural living break, need to plan for tourist influx, lack of development opportunities within the town.

**Further growth-** further growth was supported by a large number of submissions with a comparative amount of submitters not supporting growth. It should be noted that those submitters who supported growth also sought protection of vegetation, had issues with traffic, lack of footpaths and bicycle paths, wanted to protect coastal feel and retain the rural living break.

A number of individual submitters requested that land west of Grubb Road, west of the Ocean Grove Nature Reserve, land between the Bellarine Highway and the northern settlement boundary and land west of Banks Road be considered for future urban development.

**Relevancy of existing Structure Plan Directions-** for those that responded, it was generally an even split between those that felt the key directions were still relevant or not relevant. An equal number of submissions felt the directions were still to be delivered. These included such matters as accommodating future growth, tree planting, education service infrastructure, delivery of footpaths and shared paths.

**Improvements to the Structure Plan and new Key Directions-** a recurring issue related to the provision/upgrading of footpaths and bicycle paths. Other issues were largely individual and covered a broad range of matters such as increasing landscaping/trees, particularly in newer areas, improving playground and park quality, protecting the Ocean Grove Nature Reserve and coastal dune vegetation.

**Other-** A range of other issues were raised by submitters, including such matters as the need for a cultural centre, the retention of land west of Grubb Road up to Rhinds Road in Wallington as a green corridor, retention of the Oakdene winery as a tourist node and consideration of the impact of growth in Armstrong Creek on the town.

A number of key issues raised in submissions are discussed below. **Appendix 3** includes a location map showing the general location of areas proposed for future growth by submitters.

### **Land west of Grubb Road**

A consortium of landowners, including a key landowner in the north-east growth area, made submissions about the future urban development of this area. Submissions focused on the retention of the indicative long-term settlement boundary in either a matching alignment, realignment up to the Rural Living Zone land at Wallington and the deletion of the existing settlement replacing it with the long-term settlement boundary.

Key matters raised in the submissions included the lack of significant development constraints in the general area west of Grubb Road; existing viability of the Farming Zone land; that the area should be seen as an infill opportunity; that Council's population projections do not reflect what will be seen in the future and won't meet demand; that development in this area would provide for improved infrastructure building on existing; and housing variety and completion. An addendum submission was also received which focused on the release of the latest municipal lot supply work undertaken by Spatial Economics. The addendum submission sought to challenge the accuracy of this work in terms of its limitations in analysis of demand and supply.

Given the inclusion of the indicative long-term settlement boundary on the existing Structure Plan map, it is understandable that landowners in this area seek to pursue its role as a future urban growth area. However, the 2007 Structure Plan is quite explicit about the need to undertake a major investigation of opportunities and constraints in this area to determine its suitability for urban development and inclusion within the nominated settlement boundary. This matter remains outstanding.

In light of State, Regional and local policy, an important role of the draft Structure Plan has been to consider the merit of retaining an indicative long-term settlement boundary on the Structure Plan map. The consideration focused on the justification for its presence in so far available land supply, known constraints which have not been properly considered to justify including such a settlement boundary, the potential coalescence of settlements through development in this area and the role of the area in terms of providing a rural backdrop for the broader town.

Whilst noting that land in this area will be constrained by landscape and environmental factors, the adopted Structure Plan did not undertake a basic opportunities and constraints analysis of land west of Grubb Road. This lack of detailed analysis into the suitability of the area for future urban development but inclusion of an indicative long-term settlement boundary on the Structure Plan map sends an unclear message about the direction of future growth in the town.

Council has been criticised in the past by Independent Panels appointed by the Minister for Planning about providing unclear direction about future growth. An example being the implementation of the St Leonards Structure Plan 2006, which sought to protect land outside the nominated settlement boundary for future urban growth. The Independent Panel advised that as a matter of principle future growth areas should be included within the settlement boundaries of coastal settlements and that this is particularly so where the land has been identified as suitable for development and there is reasonable prospect of it being developed within the short to medium term. The Panel considered that the land supply in St Leonards would likely to be low at the time of the next review of the Structure Plan and allowing for the time required to go through a rezoning process and subdivision permits would mean that land supply would further decrease, resulting in potential implications for choice, competition and cost to the residential market. The Panel therefore recommended that the inclusion of the land within the settlement boundary would alleviate these concerns.

In contrast to the matters discussed above, Ocean Grove has sufficient land supply for the lifetime of the Structure Plan; land west of Grubb Road has not undergone a major investigation to determine whether it is suitable for future urban development; and that land does not have a reasonable prospect of being developed within the short to medium term.

For the reasons outlined previously in this report, land west of Grubb Road is not required for urban development as part of the draft Structure Plan.

### **Land between the Bellarine Hwy and the northern settlement boundary**

A submission was received from a key landowner in the north-east growth area seeking discussion in the draft Structure Plan about future growth options (medium term option) north of the existing northern settlement boundary up to the Bellarine Highway. The principal justification for the extension of the town up to the highway was to create an ultimate settlement boundary and provide an attractive/desirable 'finish' to the northern settlement boundary.

The submission included high level advice from Barwon Water and VicRoads and analysis of lot supply data. The conceptual plans put forward included a dwelling yield of approximately 1100 dwellings on a variety of lot types (standard residential to rural living lots) including public open space, neighbourhood activity centre, possible school site and associated roads/drainage infrastructure. The built form transition from the Bellarine Highway southwards includes rural living, low density and general residential land use.

In essence, the proposed settlement boundary extension would be significant resulting in a potential additional population in excess of 2,500 people.

Council officers note the approved development plans for the north-east growth area and the proposed interface treatment (subdivision to create low density style lots abutting the Farming Zone land) between the future residential development area and the Farming Zone adjoining the northern settlement boundary.

The draft Structure Plan's approach for this area is to retain it as a non-urban break and to provide a relatively rural edge to the town. More broadly, there is a desire to retain a green corridor adjoining the highway throughout the Bellarine in order to maintain a rural feel.

The draft Structure Plan does not consider it necessary to identify future medium to long term growth options outside of the nominated settlement boundary. Consistent with the above principle for land use adjoining the highway and State Government guidance on implementing a coastal settlement boundary, this land should remain in the Farming Zone. It should also be noted that the adopted Structure Plan did not contemplate this area of land as a future growth option through its opportunities and constraints analysis.

### **Land west of the Ocean Grove Nature Reserve**

A landowner west of the Nature Reserve made a submission requesting that the indicative long term settlement boundary be retained as an example of excellent long-term planning practice, to achieve the directions and infrastructure objectives of the town and to enable a future rezoning request of the land from Farming Zone to a Low Density zoning to cater for market demand.

The extent of the settlement boundary in this area has been historically dictated to by the Nature Reserve. The settlement boundary is generally adjoined by low density residential land within the Belle Vue, Goandra and Woodlands estates. These land uses provide a transition between more urban areas to the south of Thacker Street. The purpose of this boundary is to ensure that urban development does not encroach on the environmental sensitivities of the Nature Reserve and the overall objectives of achieving a sense of containment. Further, the rezoning of land for a low density/rural residential zone is a land use principle generally not supported by Council policy.

Given the known constraints in this area which include landscape, bushfire and environmental factors, in addition to the issue of sufficient available land supply and the proposed removal of the long-term settlement boundary from the Structure Plan map, there is no requirement to consider the land in question for future residential purposes as part of this Structure Plan. It should be noted that the adopted Structure Plan did not consider this area suitable for future urban development.

### **Land at the north-east corner of Banks Road and Shell Road**

Landowners in this area defined by Creswell Road to the north, Shell Road to the south and the cadastral title line above the escarpment to the east requested that the land be identified for future residential development. The total area of land is some 150 hectares. No reference in the submission was made to the use of the land (part of) for a future eco-tourist facility, as per the discussion in the adopted Structure Plan.

Given the extent of land supply in the town, the current Farming Zone provisions and original identification of the land (part of) as a special investigation area for an eco-tourist facility and also the sensitivities of the land and surrounding area, it is not considered suitable for residential development nor inclusion within the settlement boundary as part of this Structure Plan. As discussed earlier in this report, the draft Structure Plan proposes to establish Banks Road as the eastern settlement boundary in this part of the town.

### **Lack of footpath/bicycle paths**

A considerable number of submissions discussed the lack of footpaths around the town and the broader issues of pedestrian/cyclist safety particularly at key road intersections. These issues were raised during the informal consultation event and at subsequent community meetings.

Given the historical subdivision of the older parts of the town, footpaths are not common place. Council acknowledges the concerns of the community and is currently in the process of engaging with residents about the provision of new footpath infrastructure. A commonly used approach to answering this problem is through a collaborative process where both parties, Council and residents, contribute towards the cost of new footpath infrastructure. This framework is called a Special Rate and Charge Scheme and there are a number of ongoing schemes or schemes being negotiated in such areas as Thacker Street and Baker Street. In addition to the use of Special Rate and Charge Schemes, Council is also preparing a Principal Pedestrian Network (PPN) plan for Ocean Grove.

The PPN will allow residents to access key destinations via a network of connected paths. Through a PPN network residents might not have a footpath in their street but will be able to access a network of footpaths that services a wider area within a very short walk. In addition to a connected network of footpaths, the PPN includes rest points, wayfinding signage and amenity improvements such as trees and lighting. The project will focus on options for how the identified network of paths can be delivered in a timeframe that balances Council and community expectations. It is expected that this piece of work will be open for public comment in the later part of 2015.

In terms of cycling infrastructure, the G21 Principal Bicycle Network identifies a number of priority projects for Ocean Grove. These include both on-road and off road paths that will create new connections around the town and to other townships. Through new development in the north-east growth area and future development of the recently rezoned land at Trethowan Av/Ocean Grand Dr, new cycling infrastructure will be provided ensuring access for all road users in this developing part of the town.

The issue of pedestrian/cyclist safety at key intersections is an ongoing issue and is a matter that needs to be addressed in conjunction with VicRoads. The key junctions around the town include the roundabout intersection at Grubb Rd/Shell Rd which has very poor pedestrian/cyclist amenity.

The draft Structure Plan advocates for improved pedestrian/cyclist network and safety through improvement to the existing network and provision of new infrastructure.

### **Traffic**

Traffic congestion around the town, particularly in the Town Centre is a problem. With the growing population it is likely that without improvements to the road network, traffic related issues will continue to worsen.

The Ocean Grove Town Centre Urban Design Framework undertook a SmartRoads assessment for the Town Centre area. The purpose of this exercise was to consider all road user groups (pedestrian, cyclists, freight and cars) and assign the priority of each to the various routes within the Town Centre. The draft Structure Plan 2015 supports the expansion of this piece of work to cover the broader town. This will establish a clear road network hierarchy for the town providing priority routes for key road users at certain times of the day.

The draft Structure Plan also continues to support the future duplication of Grubb Road. This will be a VicRoads project however no timescales have been provided for its commencement. Land has been reserved along the eastern boundary of Grubb Road to enable future duplication. Development within the north-east growth has been planned to accommodate the future road reserve widening.

Other road infrastructure improvements include the installation of signals at the entrance to the BASC on Shell Road, which is proving to be a very successful outcome for both vehicle and pedestrian users. State Government funding for the upgrade to the Marlin Dr/Tuckfield St intersection has been committed. Ongoing improvements to the local road network by Council are programmed over the coming years.

The Ocean Grove Town Centre Urban Design Framework also supports upgrades to the road network including the re-design of the Hodgson Street intersection, improvements to the Orton St/Presidents Av intersection and the long term diversion of the arterial road through the Town Centre via The Terrace.

The draft Structure Plan supports improvements to the road network to alleviate traffic and safety issues.

### **Education**

Beyond the initial engagement with the Department of Education and Training, a submission was received from another key education service provider in the town.

The submitter advised that it supports a mid-size school model in the range of 350 to 450 students and not a potential large scale/super school model experienced across some areas of metropolitan Melbourne. The submitter notes that it has achieved a good balance between buildings and outdoor play space. Located within a large integrated education and sporting precinct, there are existing traffic related issues that through intensification of land uses would exacerbate issues.

The submitter requested that the Council lobby DET to review the provision of a new primary school to service the key northern growth area community and ensure a balanced approach to education planning across the entire community. The submitter requests that this position be reinforced in the draft Structure Plan.

The submitter sees a future school in the north-east growth area as inevitable. Failure to plan for a new school in the growth area the submitter suggests will have significant impact on existing primary schools, requiring them to absorb significant enrolment numbers to service this growth, with it being the most severely impacted.

The comments received by the submitter are important to note for both Council and the State Government in terms of acknowledging potential service infrastructure issues in the future.

### ***Environmental Implications***

Environmental implications have been considered as part of the Structure Plan review. Key environmental features within and around the town have been reviewed and considered in terms of future land use and development and associated impacts. Further investigation work is also supported by the Structure Plan including assessing vegetation in older parts of the town that contribute to the overall landscape and neighbourhood character. The current growth direction for the town focuses on the north-east growth area. The 2007 Structure Plan directed growth away from the environmentally sensitive areas such as the coastline, Barwon Estuary and Lake Victoria environs and also, the Ocean Grove Nature Reserve. The draft Structure Plan continues to support this key land use direction.

The draft Structure Plan also proposes to remove the indicative long-term settlement boundary west of Grubb Road. The draft Structure Plan also proposes to realign the eastern settlement boundary to Banks Road, which removes the potential for encroachment on the Lake Victoria environs.

***Financial Implications***

There will be no significant financial implications on Council as part of the future planning scheme amendment process. All future statutory processes will be covered by respective departmental budgets.

***Policy/Legal/Statutory Implications***

The Structure Plan review has been undertaken generally in line with Council's recurring 5 year review cycle of structure plans. The draft Structure Plan has been updated to reflect relevant State, Regional and Local planning policy. To give the draft Structure Plan statutory weight, a planning scheme amendment will be initiated to implement the necessary key elements in the Greater Geelong Planning Scheme.

***Alignment to City Plan***

This report aligns with the directions of the Sustainable and Built Environments theme in City Plan.

***Officer Direct or Indirect Interest***

No Council officers involved in the development of the draft Structure Plan review and preparation of the report have a direct or indirect interest in the issue, in accordance with Section 80(c) of the Local Government Act, to which this report relates.

***Risk Assessment***

There is risk in not updating the Structure Plan given there have been several changes to State and Local Policy since 2007. The recommendations will result in changes to Clause 21.14 Bellarine Peninsula where it relates to township.

***Social Considerations***

The process of implementing the key elements of the draft Structure Plan will be carried out via a planning scheme amendment. This process affords key stakeholders, key landowners and residents a formal opportunity to comment on the proposed changes and potential adverse social impacts on the town.

***Human Rights Charter***

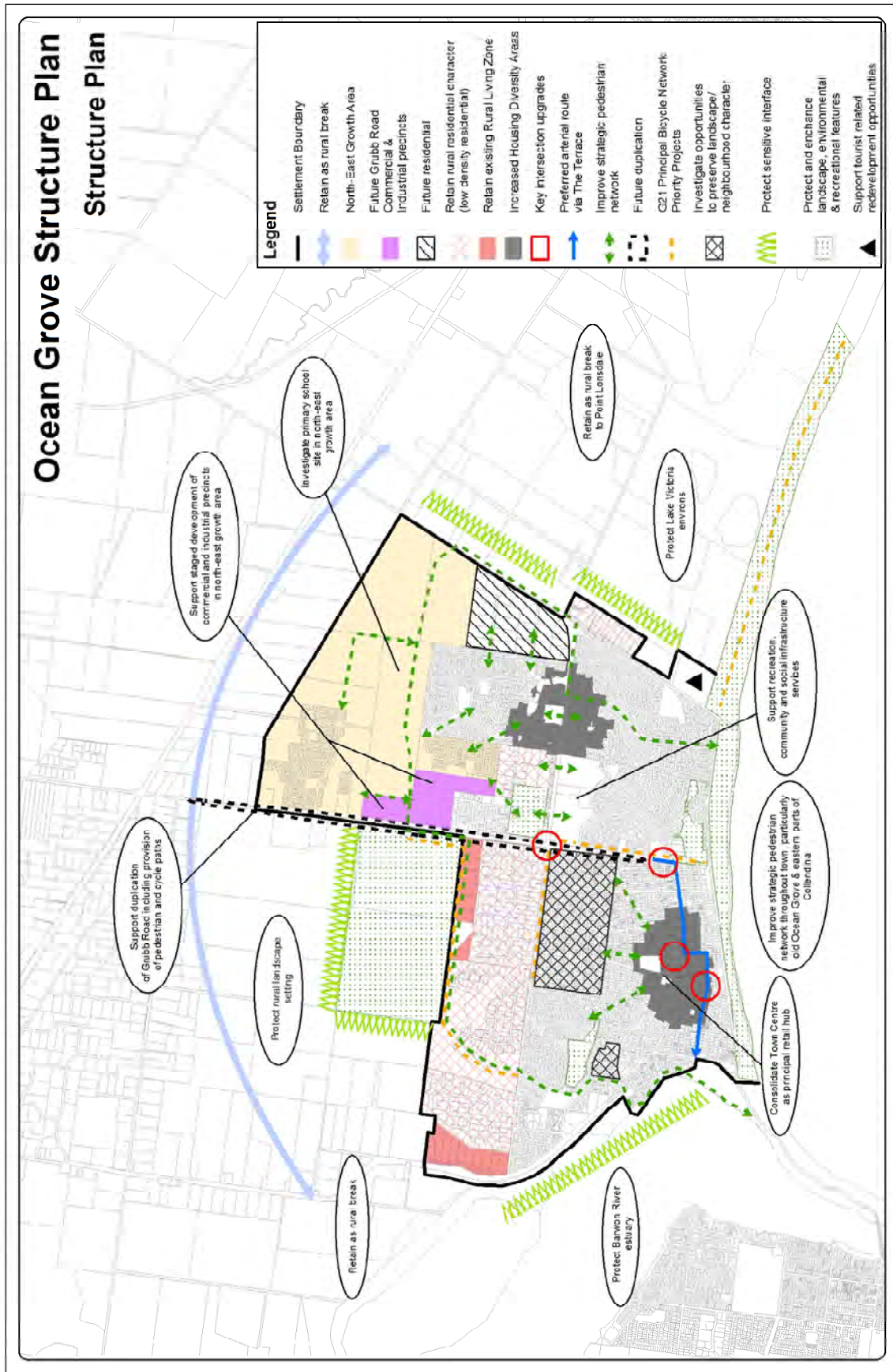
We have taken into consideration the human rights relative to the subject matter of this report, including rate-payers property rights and the right to a fair hearing.

***Consultation and Communication***

In addition to the informal community consultation undertaken as part of the drafting of the 2015 Structure Plan, a planning scheme amendment will be required to implement the necessary elements of the Structure Plan into the Greater Geelong Planning Scheme. As part of the amendment process, a statutory consultation period of a minimum 30 calendar days will be undertaken. This will enable the community and other key stakeholders a further opportunity to comment on the adopted Structure Plan and if necessary, where objections cannot be resolved, be heard before an Independent Panel.



**Appendix 2 2015 draft Structure Plan map**



**Map No.4**

Prepared by City of Greater Geelong - August 2015  
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**Appendix 3 Location map showing areas submitted for future growth**

