

**GREATER GEELONG PLANNING SCHEME
AMENDMENT C251
PP 408-2016**

RESOLUTION TO REFER SUBMISSIONS TO A PANEL APPOINTED BY THE
MINISTER FOR PLANNING

Having considered all submissions to Amendment C251 and Permit 408-2016,
under delegation from Council, I hereby resolve to:

- 1) Request the Minister for Planning to appoint an Independent Panel under Part 8 of the *Planning and Environment Act, 1987*;
- 2) Refer all submissions to the Panel; and
- 3) Submit to the Panel its response to the submissions generally as outlined in this report.



SIGNED:

1 MAY 2017

DATE:

**PETER SMITH
COORDINATOR STRATEGIC IMPLEMENTATION**

**GREATER GEELONG PLANNING SCHEME
DELEGATED AUTHORITY REPORT TO CONSIDER SUBMISSIONS
AMENDMENT C251 & PLANNING PERMIT 408/2016**

To: Peter Smith - Coordinator Strategic Implementation
From: Peter Schembri - Strategic Planner, City Development
Subject: Consideration of Submissions Under Delegation
File number: Amendment C251 & Permit 408/2016
Date of Report: 28 April 2017

Purpose

This report considers submissions to Amendment C251 and draft Permit 408-2016 and recommends the submissions be referred to an Independent Planning Panel.

Summary

- Amendment C251 seeks to zone 1 Henry Street Belmont to the General Residential Zone Schedule 1. The Commonwealth Government owned land – a former CSIRO site – is not zoned in the Greater Geelong Planning Scheme.
- The Amendment shall also apply an Environmental Audit Overlay and Development Plan Overlay Schedule to the land.
- The Amendment is concurrent with draft Permit 408-2016 to allow subdivision that includes a Stage 1 construction of 26 townhouses and the creation of 61 residential lots. A permit is also required to subdivide land adjacent to a road in a Road Zone Category 1 (Corio Waurrn Ponds Road).
- The Amendment is supported by a Section 173 Agreement for developer contributions towards community infrastructure improvements in the local area and the provision of public open space.
- Exhibition of the Amendment, Permit and Agreement commenced on 3 March 2017 and closed on 10 April 2017.
- Council received a total of 11 submissions; five from local residents and the remainder from service authorities, government agencies, Bicycle Users Geelong and the proponent.
- Key concerns raised in the submissions relate to the road and bicycle network, tree retention, development design and the designation of the park perimeter path as encumbered land.
- Overall however, the very low number of objections indicates widespread community acceptance of the proposal.
- In accordance with the *Planning and Environment Act 1987*, Council must now either: change the Amendment in the manner requested by the submitters; refer the submissions to an Independent Panel; or abandon the Amendment or part of the Amendment.
- Council officers have considered the submissions and recommend some changes as outlined in this report.

**GREATER GEELONG PLANNING SCHEME
DELEGATED AUTHORITY REPORT TO CONSIDER SUBMISSIONS
AMENDMENT C251 & PLANNING PERMIT 408/2016**

- This report addresses the issues raised in the submissions and recommends they be referred to an Independent Panel appointed by the Minister for Planning.

Recommendation

That Council having considered all submissions to Amendment C251 to the Greater Geelong Planning Scheme and Permit 408-2016, resolves to:

- 1) Request the Minister for Planning to appoint an Independent Panel under Part 8 of the Planning and Environment Act, 1987;**
- 2) Refer all submissions to the Panel; and**
- 3) Submit to the Panel its response to the submissions generally as outlined in this report.**

Background

On 29 March 2016 a request from Tract Consultants for a combined Section 96A Planning Scheme Amendment and Permit was received by Council for the land at 1 Henry Street, Belmont. The request was made on behalf of the developer, Belmont Projects Pty Ltd.

The application seeks to zone the land to the General Residential Zone Schedule 1. The 6.2 hectare site is owned by the Commonwealth Government (with a sale contract) and is not zoned in the Greater Geelong Planning Scheme.

The Amendment also proposes to apply the Environmental Audit Overlay and the Development Plan Overlay to the land.

Concurrent with the Amendment request a planning permit (408/2016) is sought to allow subdivision that includes a Stage 1 construction of 26 townhouses and the creation of 61 residential lots. A permit is also required to subdivide land adjacent to a road in a Road Zone Category 1 (being Corio Waurin Ponds Road).

The Amendment is supported by a Section 173 Agreement for developer contributions towards community infrastructure improvements in the local area and the provision of public open space.

An aerial map of the subject land is shown at **Appendix 1** and a current zoning map is shown at **Appendix 2**. The aerial map shows partial demolition of buildings on the site. All buildings and structures have now been removed.

The proposed zoning map and development plan are shown at **Appendix 3** and **4** respectively.

On 7 February 2017, Council resolved under delegation to support the preparation and exhibition of Amendment C251 to the Greater Geelong Planning Scheme, subject to authorisation by the Minister for Planning. Authorisation was granted on 9 February 2017.

**GREATER GEELONG PLANNING SCHEME
DELEGATED AUTHORITY REPORT TO CONSIDER SUBMISSIONS
AMENDMENT C251 & PLANNING PERMIT 408/2016**

Public exhibition commenced on 3 March 2017 and closed on 10 April 2017. Notices were published in local newspapers and letters were sent to surrounding landowners and Government agencies.

The Amendment documents, permit, agreement and draft plans were available for viewing at the Belmont Library, 100 Brougham Street Geelong and on the Geelong Australia website.

Discussion

As a consequence of exhibition a total of 11 submissions were received, including five from local residents. Given the site's high exposure and drawn-out history, this very low number of submissions indicates overwhelming community support for the redevelopment and the certainty it provides.

The submissions are summarised in the table at **Appendix 5** together with an officer response.

Pursuant to the *Planning and Environment Act 1987*, the Council is required to consider all submissions made to an Amendment and must either: (1) change the Amendment as requested by the submissions; or (2) refer the submissions to an Independent Panel; or (3) abandon the Amendment.

The next section (and the Appendix 5 Table) outlines the key issues raised in the submissions and provides an officer response. In the event the submissions are referred to an Independent Panel, as recommended, the responses in this report will form the basis for Council's presentation to the Panel.

1. Road and bicycle network

Tract on behalf of the developer has objected to the required improvements to the Henry Street/ Corio Waurm Ponds Road intersection. In it's submission, VicRoads no longer requires any treatment to Corio Waurm Ponds Road and its intersection with Henry Street.

Bicycle Users Geelong put forward solutions to better support riding, walking and road safety and two local residents raise concerns about traffic and car parking during peak periods.

A submission from a landowner on the opposite side of Corio Waurm Ponds Road suggests a new signalised intersection to connect with Kidman Avenue.

Officer response

Corio Waurm Ponds Road is classified as a Road Zone Cataegory 1 under the responsibilty of VicRoads. As a result of the VicRoads submission references in the exhibition version Development Plan and Permit 408-2016 to undertake works to Corio Waurm Ponds Road will be removed. The submission does not call for the removal of the works from the Development Plan Overlay Schedule however it follows that it should.

Council is somewhat uncomfortable for both the Schedule and Development Plan to be silent on this matter given the form of future stages, particularly

**GREATER GEELONG PLANNING SCHEME
DELEGATED AUTHORITY REPORT TO CONSIDER SUBMISSIONS
AMENDMENT C251 & PLANNING PERMIT 408/2016**

Stage 3, are not certain. It is therefore considered appropriate to include a provision that recognises the potential for future works. This approach is consistent with the provision for the Henry Street/ Reynolds Rd intersection.

The submission to install a signalised intersection at Kidman Avenue was referred to VicRoads. VicRoads sees merit in the proposal however considers the Henry Street access arrangements to be acceptable. Introducing an alternative access would be a substantial change to the development design and is not supported.

Henry Street is classified as an Access Street - Level 2 and shall accord with the design standards in Table C1 of Clause 56.06 of the Greater Geelong Planning Scheme. This will include reinstatement works to the bus bays, a footpath along the site frontage and street trees. The submission by a Henry Street resident to widen the street is not supported and would most likely encourage vehicles to travel faster.

A widened 2m footpath will be constructed along Reynolds Road and access to the development from Reynolds Road shall be minimised. Internal to the development the road network and pedestrian connectivity between stages will support safe walking and cycling. A detailed response to the Bicycle Users Geelong submission is provided in the Appendix 5 Table.

2. Tree retention

Tract has objected to the tree retention conditions in draft Permit 408-2016. Their reasons include that the trees are only of moderate arboricultural value, shall create inefficient building envelopes and unsafe and difficult to maintain reserves, and will detract from the ability to create a consistent street tree avenue along Henry Street.

One local resident says that many of the established trees on the site, especially along Henry Street, should be retained.

Officer response

The Tract submissions are not supported. Proper planning includes to design places that integrate key features as required by the Greater Geelong Planning Scheme. Permit Condition 1a) is a direct response to the Development Plan Overlay Schedule requirements to retain healthy, high value trees in road reserves.

The trees will form part of the Henry Street streetscape and are easily accessed and maintained. Street trees are still able to be planted. While there will be an impact on the design of the Stage 1 subdivision, alternative layouts are possible that maintain access, amenity and surveillance.

The patch of Spotted Gum have a 'moderate' arboricultural rating though one tree is rated 'low'. However as a group, these canopy trees can provide a valuable contribution to the development. This is an attractive and adaptable species commonly found in road reserves and parklands. The Yellow Gum has a 'high' arboricultural rating – one of only three high rated trees out of 348 trees on the site. Both the Spotted Gum and Yellow Gum species are native to Victoria.

**GREATER GEELONG PLANNING SCHEME
DELEGATED AUTHORITY REPORT TO CONSIDER SUBMISSIONS
AMENDMENT C251 & PLANNING PERMIT 408/2016**

Trees selected for retention along Henry Street, together with the trees in the proposed local park, are considered to strike a balance between maximising medium density housing and respecting and contributing to neighborhood character. Retaining more Henry Street trees would be an unreasonable impost on the site's development potential for little additional benefit.

3. Perimeter park path

Tract has objected to designating pedestrian links and land providing formal pedestrian access and address to Stage 3 dwellings abutting the new park as encumbered land. Tract say this land should form part of the unencumbered land calculation as the link will be physically developed as part of the public open space.

Officer response

It is taken that the submission is not referring to proposed pedestrian paths that link stages or connect through to Corio Wearn Ponds Road or Reynolds Road. An example is the internal 4m wide pedestrian link shown in the Permit 408-2016 drawings connecting Stage 1 to the future Stage 2.

The design concept to provide park frontage for Stage 3 dwellings will add to the appeal and character of the residential development and is encouraged at this infill site. Physically integrating the perimeter path as part of the park and ensuring it functions as a shared path for park users will also enhance the amenity of the park.

The question arises whether this interface path (i.e. interface between the public and private realm) should be designated as unencumbered land. Tract has further submitted a preference for the path to be shown as a carriageway easement to enable Australia Post deliveries. Tract note that in practice the address of these dwellings is likely to be Henry Street or the new internal road, and mail boxes may be at a central location close to the road.

The perimeter park path will form part of the public open space to be vested in Council upon registration of the plan of subdivision for Stage 3. This reserve will be designated as unencumbered land of approximately 0.5 hectares. Should the developer pursue a carriageway easement (or road reserve) over the path it will be treated as encumbered land.

4. Ministerial Amendment VC110

Tract has noted the recent approval and gazettal of Amendment VC110 on 27 March 2017 by the Minister for Planning. Tract continue to support application of the General Residential Zone to the site.

Officer response

The intent of Amendment C110 is to improve housing diversity and choice while respecting neighbourhood character. The amendment affects all residential zones in Victoria, including the proposed General Residential Zone Schedule 1. Most relevant to Amendment C251, buildings must contain no more than 3 storeys and 'garden area' requirements apply in the GRZ1.

**GREATER GEELONG PLANNING SCHEME
DELEGATED AUTHORITY REPORT TO CONSIDER SUBMISSIONS
AMENDMENT C251 & PLANNING PERMIT 408/2016**

Amendment VC110 will not apply to Permit 408-2016 under the transitional provisions at Clause 32.08-14. It is unclear whether the garden area provisions will affect subsequent stages 2 and 3 as exemptions apply to 'an equivalent strategic plan'. Officers are seeking clarification from DELWP whether 'an equivalent strategic plan' includes a Development Plan.

Overall it is considered that the proposed General Residential Zone Schedule 1 remains the appropriate zone for the site.

5. Other changes to the Development Plan Overlay Schedule

Officers seek minor changes to the exhibited DPO35 even though no submissions were received requesting change.

Section 2.0 Conditions and Requirements for Permit

The requirement for 'Design Guidelines' to be included as conditions on the permit shall be deleted. Design Guidelines conditions did not form part of the exhibited Permit 408-2016. Removal is consistent with the exhibited Development Plan which states that any residential design guidelines will be developer-driven and regulated.

Section 3.0 Requirements for Development Plan

There is a requirement for direct residential vehicle access to Reynolds Road be restricted. The word 'restricted' is to be replaced with 'minimised', which is consistent with the exhibited Development Plan. The change clarifies that access from Reynolds Road may be appropriate and should not be discounted given the design of Stage 2 is unknown.

6. Panel Hearing

A 'Panel Hearing' version Development Plan Overlay Schedule and Planning Permit 408-2016 will be prepared based on the responses in this report.

Environmental Implications

The rezoning and redevelopment will have limited adverse environmental implications. Any potentially contaminated land will be remediated prior to residential uses commencing.

Prior to any development, stormwater drainage works must be assessed, planned and approved to prevent flows to adjoining land other than legal points of discharge. Construction will occur over a number of years and will be regulated by approved construction management plans.

Financial Implications

No impact to budget. The draft Section 173 Agreement will levy developer contributions of \$2,000 per dwelling towards community infrastructure projects in the Belmont /Highton area. The anticipated yield of approximately 200-220 dwellings equates to over \$400,000 payable at Statement of Compliance stages.

**GREATER GEELONG PLANNING SCHEME
DELEGATED AUTHORITY REPORT TO CONSIDER SUBMISSIONS
AMENDMENT C251 & PLANNING PERMIT 408/2016**

Policy/Legal/Statutory Implications

The General Residential Zone is considered to be the most appropriate Victorian Planning Provision zone for the site and proposed development. The site is currently not zoned, being former Commonwealth land.

The purpose of the General Residential Zone includes:

- *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *To encourage development that respects the neighbourhood character of the area.*
- *To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.*
- *To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.*

Alignment to City Plan

The Amendment supports the 'Growing our Economy' strategic direction of City Plan by providing local construction jobs, housing diversity and affordability and small business opportunities.

Officer Direct or Indirect Interest

No Council officer involved in the report has any direct or indirect interest, in accordance with Section 80(c) of the Local Government Act.

Risk Assessment

There are no notable risks associated with implementing the recommendation contained in this report.

Social Considerations

The redevelopment of the former CSIRO site will appeal to a wide cross-section of the community, offering aging-in-place, singles, downsizers and families with affordable housing choice.

Human Rights Charter

The Amendment will not impact on any basic rights, freedoms and responsibilities as set out in the Charter. Planning legislation ensures an open community consultation process occurs, enabling people to freely express their views and if necessary obtain a fair hearing before an Independent Panel.

**GREATER GEELONG PLANNING SCHEME
DELEGATED AUTHORITY REPORT TO CONSIDER SUBMISSIONS
AMENDMENT C251 & PLANNING PERMIT 408/2016**

Consultation and Communication

The Amendment and Permit were exhibited in accordance with the provisions of the *Planning and Environment Act 1987*.

In accordance with Clause 4(2) of Ministerial Direction No. 15 the following panel hearing dates have been set for this Amendment:

- Directions Hearing: in the week commencing 22 May 2017.
- Panel Hearing: in the week commencing 19 June 2017.

Planning Panels Victoria will notify all submitters of the Panel dates and invite requests to be heard at the Panel Hearing.

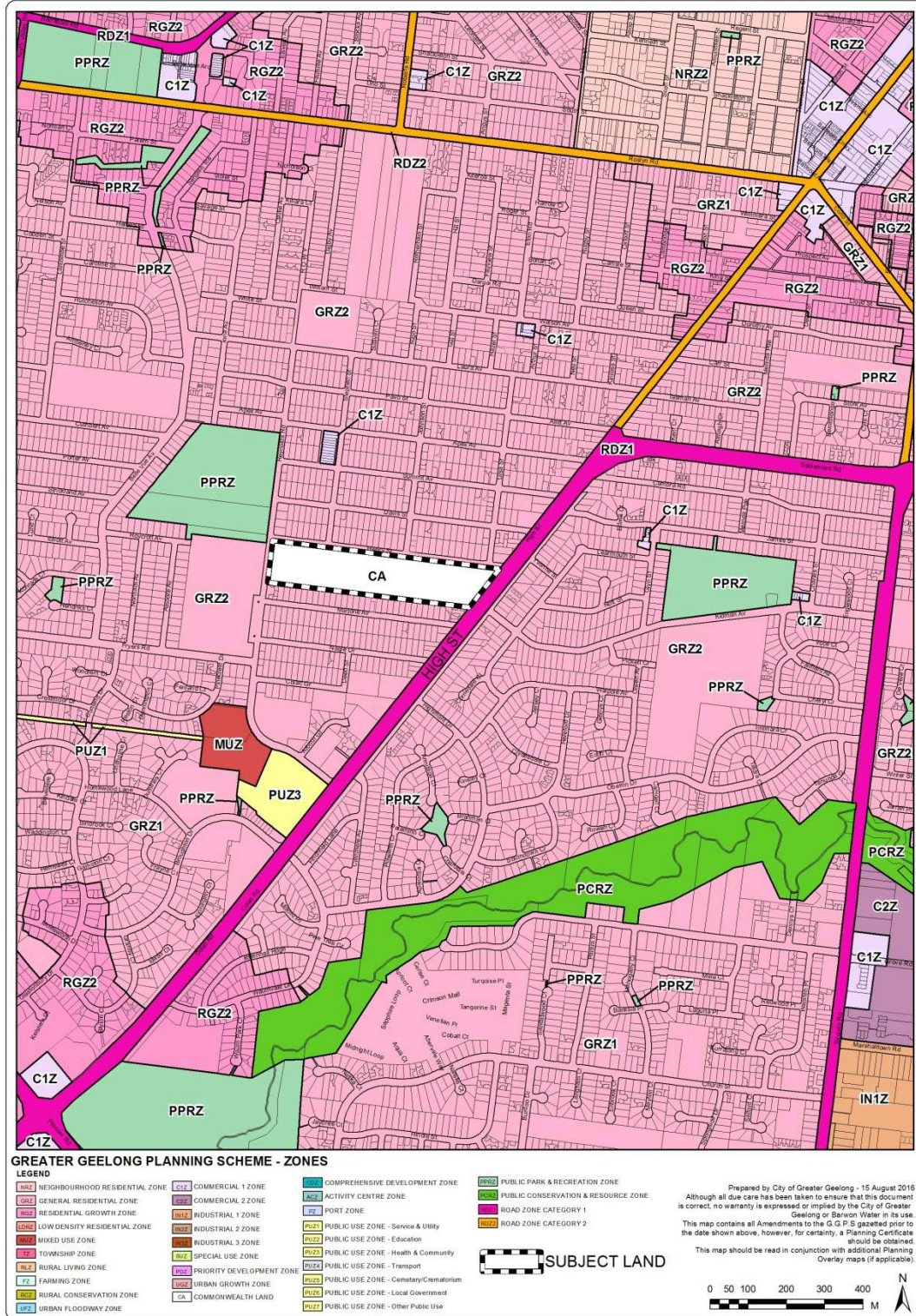
**GREATER GEELONG PLANNING SCHEME
DELEGATED AUTHORITY REPORT TO CONSIDER SUBMISSIONS
AMENDMENT C251 & PLANNING PERMIT 408/2016**

Appendix 1 - Aerial Map *[note: all on-site buildings have now been removed]*



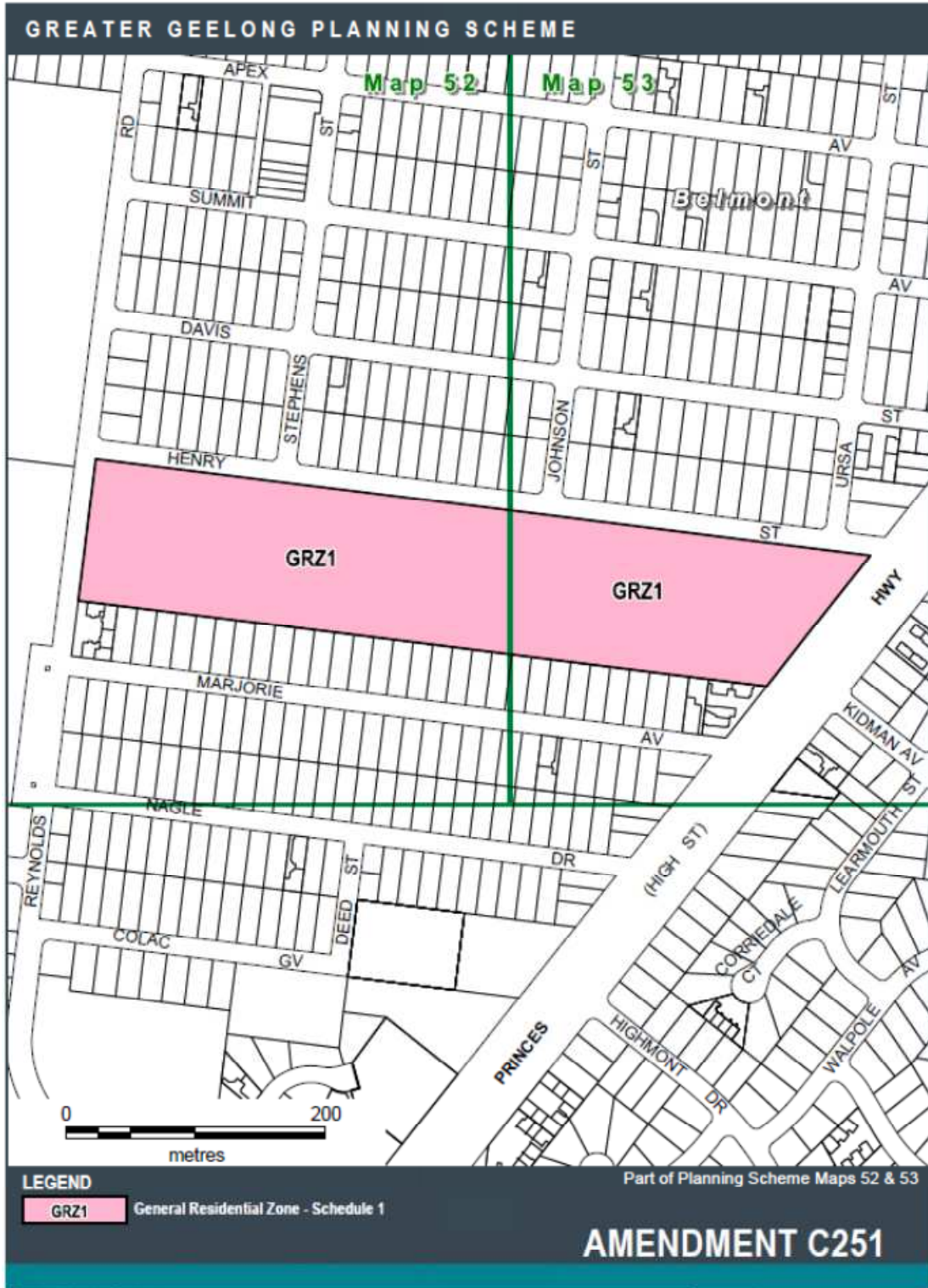
**GREATER GEELONG PLANNING SCHEME
DELEGATED AUTHORITY REPORT TO CONSIDER SUBMISSIONS
AMENDMENT C251 & PLANNING PERMIT 408/2016**

Appendix 2 - Existing Zoning Map



**GREATER GEELONG PLANNING SCHEME
DELEGATED AUTHORITY REPORT TO CONSIDER SUBMISSIONS
AMENDMENT C251 & PLANNING PERMIT 408/2016**

Appendix 3 - Proposed Rezoning Map



**GREATER GEELONG PLANNING SCHEME
DELEGATED AUTHORITY REPORT TO CONSIDER SUBMISSIONS
AMENDMENT C251 & PLANNING PERMIT 408/2016**

Appendix 4 - Exhibited Permit 408/2016 Preliminary Site Plan



**GREATER GEELONG PLANNING SCHEME
DELEGATED AUTHORITY REPORT TO CONSIDER SUBMISSIONS
AMENDMENT C251 & PLANNING PERMIT 408/2016**

Appendix 5 - Summary of Submissions and Officer Response

No	Name	Address	Type	Summary of Submission	Response
1	AusNet Services	D Gupta Snr Pipeline Engineer Southbank Bvd. Southbank VIC	No Objection	No objection	Noted
2	Barwon Water	B Richards Mgr Development Services PO Box 659 Geelong VIC	No Objection	Barwon Water does not object to the Amendment or Permit 408/2016 subject to conditions.	Noted
3	Bicycle Users Group Geelong	T Grgurevic President, BUG	Object	<p>The submission says: The proposed development does not adequately cater for people to ride in safety down the length of Henry street or within the development. The development returning vehicle volumes will discourage current bike use further, and potential riders because of the lack of suitable infrastructure implemented with the development. This street links the priority bicycle network (PBN) to local schools, reserves and is critical to the local bicycle network.</p> <p>The submission suggests possible solutions to better support riding, walking and road safety:</p> <ul style="list-style-type: none"> • Allocation of infrastructure to encourage riding by residents and serve the needs of community on all streets within the development and on Henry Street. This can be achieved a number of ways but not limited to: <ul style="list-style-type: none"> ○ Separated bike lanes. 	<p>Some of the solutions suggested already form part of the proposed development. A 2m wide footpath will be provided along the frontage to Reynolds Rd, the existing Reynolds Rd pedestrian crossing shall be upgraded/relocated and a 4m wide link is proposed between stages.</p> <p>Separated bike lanes are not required by Clause 56.06-5 Standard C19 which says cycle lanes should be designed to the requirements of Table C1. Henry St and the new Stage 1 internal road are classified as Access Streets where cycle path</p>

**GREATER GEELONG PLANNING SCHEME
DELEGATED AUTHORITY REPORT TO CONSIDER SUBMISSIONS
AMENDMENT C251 & PLANNING PERMIT 408/2016**

No	Name	Address	Type	Summary of Submission	Response
				<ul style="list-style-type: none"> ○ Traffic calming on the Henry Street. The street design should aim for 30km/hr for broad safety and amenity. ○ Disconnection of Henry Street to through vehicles except pedestrians and bike riders. ○ Make Henry Street one way to vehicles to provide space for riders. ○ Shared treatment on streets within the development to aid slower driving - as mentioned in the traffic report and visualised in the guidelines but not specified in the plans. ○ 30km/hr speed limit for the internal streets. 40km/hr for Henry Street (this is the stated target speed but not specified as that the speed limit will be changed). ○ Allowing parking on one side of the streets across the development will clear sight lines for riders. ○ Wider 2m footpaths to enable riding (under 14yrs old) while also supporting pedestrian activity. <ul style="list-style-type: none"> ● The streets within the development to have raised pedestrian thresholds with zebra crossings at intersections to slow driving to people friendly speeds and encourage sustainable mode of transport. ● The pedestrian crossing on Reynolds Road to be a raised zebra crossing not signals. 	<p>provision is on the carriageway designed as a shared zone.</p> <p>Council’s traffic engineer has advised speed limits must be supported by VicRoads and that 30km/h zones have not been installed in the municipality. Furthermore, Henry St does not meet the criteria for a 40km/h speed zone.</p> <p>Local area traffic management treatments to Henry St and Stage 1 will form part of the road construction plans to be approved by Council engineers.</p> <p>Other Henry St solutions (i.e. disconnection, one-way and parking on one side only) are not supported.</p>
4	D. Chittenden	Henry St Belmont VIC	Object	<p>Primarily concerned about:</p> <ol style="list-style-type: none"> 1. <u>Henry Street</u> There appears to be no planned works to widen Henry Street to cater for increased traffic volume. Having read the proposed development application and supplied supplementary documentation I’m concerned 	<p>The Traffix Group assessment classifies Henry Street as an Access Street - Level 2. Specifications for this classification include a carriageway width of 7-7.5m with</p>

**GREATER GEELONG PLANNING SCHEME
DELEGATED AUTHORITY REPORT TO CONSIDER SUBMISSIONS
AMENDMENT C251 & PLANNING PERMIT 408/2016**

No	Name	Address	Type	Summary of Submission	Response
				<p>that it did not contain any recommendation to widen Henry from 7m to at least 8m. Henry Street is the only street in the near vicinity that cars can travel to Reynolds Road without going through a Give way signs or over speed hump. Therefore, at peak times (such as school times), it becomes very busy. During the footy season many spectators park in Henry Street to watch South Barwon football matches with cars parked in Henry Street right back to Stephen Street on many occasions. This makes it very difficult to navigate at the present time and would become even more of an issue if there are to be houses (with more cars) on the South side of the street.</p> <p>2. <u>Setbacks</u> In order to maintain the privacy and outlook of existing properties as well as the street appeal, set backs of the new houses should align with the requirements of those on the North Side of Henry Street. Currently the average set back is approximately 6.5 metres and the new development should maintain to these current council regulations.</p> <p>3. <u>Trees</u> The many established trees along Henry Street and the wildlife that lives in them create much of the appeal and environment of Henry Street. I would like to see as many of these established trees remain as possible. If any are to be removed, new ones should be planted in their place.</p>	<p>parking on both sides of the carriageway. The assessment says that Henry Street has a current carriageway width varying between 7m and 7.8m.</p> <p>Widening the carriageway to 8m is inconsistent with the classification of Henry Street. On-street parking in the area is permitted unless otherwise signposted. It is accepted that parking demand increases during events however widening Henry Street at the developers cost would be inappropriate.</p> <p>The development represents an opportunity to deliver new and different housing product to that existing. Requiring a setback of 6.5m is not supported and a lesser setback will still positively contribute to street appeal and character and allow for landscaping.</p> <p>There will be no impact to the privacy and outlook currently enjoyed by residents on the north</p>

**GREATER GEELONG PLANNING SCHEME
DELEGATED AUTHORITY REPORT TO CONSIDER SUBMISSIONS
AMENDMENT C251 & PLANNING PERMIT 408/2016**

No	Name	Address	Type	Summary of Submission	Response
					side of Henry Street. The proposed planning controls include retention of canopy trees along Henry Street that best contribute to the streetscape character, are in good condition and of the appropriate species. Street trees will also be planted.
5	Dept of Economic Development, Jobs, Transport & Resources	J Vass Regional Transport Planning Mgr Barwon SW Region 180 Fyans St. South Geelong	No Objection	This is a coordinated response from the Dept of Economic Development, Jobs, Transport & Resources (DEDJTR) and Public Transport Victoria (PTV). No objection subject to the following conditions from PTV: 1. The permit holder must take all reasonable steps to ensure that disruption to bus operations along Corio Waurm Ponds Rd is kept to a minimum during the construction of development. Foreseen disruptions to bus operations and mitigation measures must be communicated to PTV fourteen (14) days prior. 2. The existing bus stop and associated infrastructure on Corio Waurm Ponds Rd must not be altered without the prior consent of PTV. Any alterations including temporary works or damage during construction must be rectified to the satisfaction of PTV and at the cost of the permit holder.	The conditions will be added to Permit 408/2016 and referred to in the Development Plan.
6	G. Heintze	Marjorie Ave Belmont VIC	Object	Asks the following questions about Stage 2: 1. I see stage 2 will be 3-5 years off. Can you tell me please when the proposed details for this stage will be ready for viewing and comment?	Stage 2 will require a planning permit and it must be generally in accordance with an approved Development Plan as per the DPO

**GREATER GEELONG PLANNING SCHEME
DELEGATED AUTHORITY REPORT TO CONSIDER SUBMISSIONS
AMENDMENT C251 & PLANNING PERMIT 408/2016**

No	Name	Address	Type	Summary of Submission	Response
				<p>Can I be on the email list to be notified when such documentation is available please?</p> <p>2. The traffic along Reynolds Road is very heavy at school drop-off and pickup times. If any car access to Reynolds Road is given to any of the proposed medium density housing located in Stage 2 which borders along Reynolds Road (see red line in attached document) the situation will become impossible as the road already clogs if someone casually parks in that area during that time. At the Up Property briefing in May 2016 we were told that there would be no car access to Reynolds Road from Stage 2. Can you reassure me please that 1) a solid wooden fence will be placed completely along the western side of the medium density housing in Stage 2 (red line on map) so that the only way for cars to exit Stage 2 is via Henry Street. 2) the stage 2 residents will not have the opportunity to park their car along Reynolds Road during school times and then use a pedestrian access into Stage 2 from its western side. A suggestion is to have a clearway from say 7:30am-10am and 2pm-4:30pm on school days.</p> <p>3. We were shown a map by Up Property (See second image in attached document) indicating that along the southern boundary fence of Stage 2 would be a small "buffer garden" of about 1 m width running along the fence and then just to the north of that garden would be a road running east-west. I am in agreement. Is this proposal still on the books seeing Up Property is no longer the developer?</p>	<p>Schedule. A draft Development Plan was exhibited. The timing of any permit application(s) is dependent on the developer. As a consequence of the DPO35, any future permit application for Stage 2 will be exempt from notice (the Statutory Planning Dept will endeavour to inform the landowner about Stage 2 developments as courtesy).</p> <p>It would be highly inappropriate to construct a barrier along Reynolds Road as the future dwellings/ apartments shall face the road and provide pedestrian access, surveillance and interest. Vehicle access from Reynolds Road will be minimised and it is intended that access and parking are provided internally from Henry Street. Minor access to Reynolds Road may assist traffic flow and should not be discounted completely. Stage 2 development will require further traffic assessments.</p> <p>Up Property remains the developer</p>

**GREATER GEELONG PLANNING SCHEME
DELEGATED AUTHORITY REPORT TO CONSIDER SUBMISSIONS
AMENDMENT C251 & PLANNING PERMIT 408/2016**

No	Name	Address	Type	Summary of Submission	Response
					however the plans shown at the 2016 information session were conceptual only. Stage 2 will most likely consist of medium density housing. The exhibited Development Plan shows a private road network similar to the plan shown at the session, including an east-west road.
7	M & V Sawyer	Corio Waurm Ponds Rd Belmont VIC	Object	<p>Objects to any possible retail and/or medical centre uses. Says there are facilities in close by Belmont and it would create a traffic/parking hazard.</p> <p>Supports all the other plans.</p>	Any retail/ medical centre (if developed) would be confined to the ground level of the future apartment building and accessed from Corio Waurm Ponds Road only. This arrangement would be subject to detailed traffic and parking assessments and require the approval of VicRoads.
8	Tract for Belmont Projects Pty Ltd.	J Noonan Tract Consultants 195 Lennox St Richmond VIC	Object	<p>Tract is generally supportive of the Amendment and Permit. However they raise specific objections that generally carry through the proposed planning controls (i.e. the DPO Schedule, DP, draft Permit and draft Section 173 Agreement).</p> <p>Tract object to:</p> <ul style="list-style-type: none"> • VicRoads requirement to upgrade the Henry Street/ Corio Waurm Ponds Road intersection. • Designating the park perimeter path as encumbered land. • Retaining trees along Henry Street. 	<p>Following the VicRoads submission, no works to upgrade the Henry Street/ Corio Waurm Ponds Road intersection are required. Changes will be made to the DPO Schedule, DP and permit to reflect this.</p> <p>Refer to the 'Discussion' section for a response to the perimeter path.</p> <p>The submission to delete</p>

**GREATER GEELONG PLANNING SCHEME
DELEGATED AUTHORITY REPORT TO CONSIDER SUBMISSIONS
AMENDMENT C251 & PLANNING PERMIT 408/2016**

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				<p><u>Tract request changes to the Permit (in addition to the above):</u> Condition 2 – Insert the words “<i>Unless with the consent of the Responsible Authority</i>” at the start of this condition to provide discretion for works to commence in the event of any unreasonable delay in approval a Development Plan.</p> <p><u>Tract request changes to the s.173 agreement:</u> Clause 3.1.1.1 - Delete – Community Infrastructure Contribution to be paid at occupancy of lots, rather than prior to compliance, on the basis of nexus between community infrastructure and population.</p> <p>Clause 3.2.4 – Revise as follows “<i>any monetary payment required pursuant to clause 3.2.3 of this Agreement must be apportioned against each stage and paid prior to the Statement of Compliance of each stage being issued in relation to Stage 1 of the proposed staged multi-lot subdivision of the Land or as otherwise agreed in writing.</i>”</p> <p><u>Environmental Audit Overlay</u> Tract note that the site will be fully remediated on hand-over to Belmont Projects and as such, prior to gazettal of Amendment C251, the EAO should be deleted.</p> <p><u>Amendment VC110</u> The submission also supports the application of the GRZ1 however notes the recent gazettal of Amendment VC110 by the Minister for Planning.</p>	<p>requirements to retain trees along Henry Street is not supported. Refer to the ‘Discussion’ section.</p> <p><u>Permit 408/2016</u> The change to Condition 2 is supported.</p> <p><u>S.173 Agreement</u> The deletion of Clause 3.1.1.1 is not supported. Payment at Statement of Compliance is Council’s standard practice where land is being rezoned for residential purposes and agreements are used to levy contributions. This is a consistent approach applied to all developers. This practice is also far easier to manage and administer.</p> <p>The proposed changes to Clause 3.2.4 are also not supported even though the principle of apportioning costs has merit. The legal basis for Council to seek a contribution for public open space is at the time of subdivision. The Stage 2 & 3 superlots will be created as a result</p>

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DELEGATED AUTHORITY REPORT TO CONSIDER SUBMISSIONS
AMENDMENT C251 & PLANNING PERMIT 408/2016**

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					<p>of Permit 408/2016. The Stage 2 & 3 lots will become separate transferable parcels of land and there is no guarantee they will be further subdivided (and therefore no Statement of Compliance).</p> <p><u>Environment Audit Overlay</u> It is anticipated that the EAO will be removed prior to gazettal. The timing of removal will depend on when the certificate of environmental audit is provided.</p> <p><u>Amendment VC110</u> Refer to the 'Discussion' section of this report.</p>
9	VicRoads	B Grace Snr Planning Officer SW Region PO Box 775 Geelong 3220	Object	<p>VicRoads has requested changes to the Amendment and Permit as follows:</p> <p><u>Planning Scheme Amendment</u> The Planning Scheme Amendment and exhibited documents are acceptable to VicRoads.</p> <p>Section 9.4.2 of the draft <i>Development Plan</i> details treatment of the Corio-Waurn Ponds Road (High Street)/Henry Street intersection.</p> <p>After review of the exhibited traffic engineering assessment and discussion with the applicant, VicRoads does not now require this treatment to be</p>	<p>Changes will be made to the draft Development Plan and Permit 408/2016 as requested by VicRoads.</p>

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				<p>completed for any stage of the subdivision. Therefore, VicRoads has no objection if all reference to these works is removed from the Development Plan.</p> <p><u>Planning Permit</u> VicRoads has no objection to the issuing of Planning Permit 408/2016 for the Stage 1 subdivision. Conditions 55 & 56 in the exhibited draft Planning Permit are not required by VicRoads.</p>	
10	S & N Voorwinde	Walpole Ave Belmont VIC	Object	<p>Because the T-intersection of High Street and Kidman Ave in Belmont is a dangerous one (and the site of several serious collisions), we have approached VicRoads on more than one occasion and asked them to place traffic lights at this intersection. Although no official decisions have been made, VicRoads was very sympathetic to our suggestion.</p> <p>To make our proposal even more appealing, we would urge the developers of the former CSIRO site to have a major exit from this property to enter High Street at a point directly opposite Kidman Ave. This would make for a four-way intersection. With traffic lights this would create a safe exit and entrance for the future residents of the new housing development. On turning right at the intersection, residents could easily make their way to the facilities at Waurm Ponds. Going straight through the intersection they could follow Kidman Ave to Torquay Road and then on to the Surf Coast. On turning left at the proposed lights they could make their way to central Belmont and the Geelong CBD.</p> <p>To us this would seem an attractive way to develop the property and it would also enhance the road safety of all the residents - not to mention other locals and indeed the motorists who use the intersection. If, with the</p>	<p>This submission was referred to VicRoads, and the following response provided:</p> <p><i>The submission proposes installing traffic signals at the High Street/Kidman Avenue intersection and creating a fourth intersection leg to access the development.</i></p> <p><i>This access proposal was not proposed by the developer and has not been examined in any detail by VicRoads.</i></p> <p><i>VicRoads has no proposals to install signals or do any other works at the High Street/Kidman Avenue intersection.</i></p>

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				<p>support of Council, the developers could be mandated to create an exit to the property directly across from Kidman Ave, we are confident that VicRoads could be persuaded to install traffic lights at the intersection. The current pedestrian lights, which are too close to the intersection to be safe, could then be removed. The new lights would not only benefit the residents, but would also make the present intersection much safer and therefore potentially save lives.</p>	<p><i>The CSIRO site development is proposing access using existing local streets with access to High Street via the Henry Street intersection. These access arrangements are acceptable to VicRoads.</i></p> <p><i>The suggested access proposal may have merit in that it would provide enhanced access to the development as well as assisting Kidman Avenue traffic to enter High Street. Should this proposal be seriously entertained, VicRoads would consider it.</i></p> <p><i>However, the proposed access arrangements using the existing street system are accepted by VicRoads, and there is no requirement from VicRoads for the development to access at the High Street/Kidman Avenue intersection.</i></p> <p>Council Officers concur with VicRoads that the submitter's proposal has merit, however notes that the access arrangements</p>

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					proposed by the development are acceptable to VicRoads. Creating a new signalised intersection has not been examined in detail and would require substantial changes to the design. Given a signalised intersection would accrue benefits well beyond the development site; apportioning installation costs (and possibly land acquisition) would need to be resolved. VicRoads have not indicated any approach to study, assess, plan and budget for a signalised intersection at Kidman St.
11	B Castles	Calvert Street Colac VIC	Comment	<p>I am an owner of the property, 36 Marjorie Avenue which shares its rear boundary with the proposed C251 Amendment. On the evening of Saturday 9th of April, during heavy rain, a flat at the rear of the property was flooded due to earthworks carried out on the proposed development site which channelled water onto my property. The tenant has had to move out and the damage to the building is considerable. This has never occurred before.</p> <p>If the proposed C251 Amendment is to continue, provision must be made to ensure that it does not have a negative impact on my property.</p>	<p>The events of 9 April were reported to the CSIRO manager and the demolition site manager. The CSIRO are responsible for this incident.</p> <p>Future buildings and works including ground levelling associated with the redevelopment will be subject to detailed engineering assessments and planning permit conditions and approvals.</p>