
GREATER GEELONG PLANNING SCHEME

DELEGATED AUTHORITY REPORT

AMENDMENT C331 & PLANNING PERMIT 392/2015 – CONSIDERATION OF SUBMISSIONS

To: Peter Smith – Coordinator Strategic Implementation
From: Stuart Thiele – Strategic Planner
Subject: Consideration of submissions
File number: C331
Date of Report: 28 November 2016

Purpose

The purpose of this report is to consider submissions on this combined Amendment and Planning Permit and to recommend that submissions be referred to an independent Planning Panel.

Summary

- A combined Planning Scheme Amendment and Planning Permit application, lodged by Mesh on behalf of landowners JWB Lamb, Samsar Pty Ltd and Barwon Water, to rezone and subdivide land in Barrabool Road and Cityview Drive, Wandana Heights, was exhibited from 1 September to 3 October 2016.
- The exhibited Amendment included two telecommunications lots not part of the subdivision, included at Council's request.
- Eleven submissions were received, including eight objections.
- Key issues raised in submissions were the difference between proposed lot sizes and existing lot sizes in Cityview Drive, traffic, stormwater drainage, a request to include an adjacent lot (69-77 Cityview Drive) in the Amendment, public open space and development contribution requirements, and a revised plan of subdivision lodged by the applicant. These are addressed in the report below.
- A wide range of other issues were also raised. These are addressed in the Summary of Submissions.
- The revised plan of subdivision is supported.
- After consideration of all points raised in submissions, the Amendment and Planning Permit are still supported. Minor changes are recommended to the Planning Permit conditions, along with one change to the Development Plan Overlay Schedule. It is anticipated that modification of the Section 173 Agreements will also be negotiated.
- As most of the points raised in submissions remain unresolved, it is recommended that submissions be referred to an independent Panel.

Recommendation

That Council's delegate resolves to:

- 1) Request the Minister for Planning to appoint a Panel under Part 8 of the Planning and Environment Act 1987;**
- 2) Refer all submissions on Amendment C331 and Planning Permit 392/2015 to the Panel;**
- 3) Submit to the Panel its response to the submissions generally as outlined in this report; and**
- 4) Revise planning permit conditions and the Development Plan Overlay Schedule generally as outlined in this report prior to the Panel Hearing.**

Background

A planning scheme amendment request and concurrent Section 96A planning permit application for subdivision for four lots in Barrabool Road and Cityview Drive, Wandana Heights were lodged in March 2015. The applications were lodged by Mesh for Villawood, development managers acting on behalf of the landowners (JWB Lamb, Samsar Pty Ltd and Barwon Water). The Amendment proposes to rezone the land to General Residential Zone Schedule 1 and to apply the Development Plan Overlay. The subdivision proposes to create 186 residential lots. Two small adjacent lots used for telecommunications infrastructure (37 and 39 Cityview Drive) are not part of the subdivision application but were included in the Amendment at Council's request.

The application was subject of extensive discussion with the proponent, refinement and consultation with referral authorities, particularly with respect to stormwater drainage and the public open space requirement. A revised subdivision proposal was lodged in November 2015 and revised supporting information was lodged between November 2015 and August 2016.

The location of the lots and existing zoning is shown at **Appendix 1**, the proposed rezoning at **Appendix 2**, proposed overlay at **Appendix 3** and the exhibited plan of subdivision at **Appendix 4**.

Discussion

Exhibition

The Amendment and draft Planning Permit were exhibited between 1 September and 3 October 2016. Eleven submissions were received. Eight objections were received from adjacent or surrounding landowners. Three submissions supported or provided comment on the proposals: one was received from the applicant, Mesh; the others were from Barwon Water and the Environment Protection Authority.

The key issues raised in submissions are outlined and discussed in this section, below. A range of other issues raised are addressed in the Summary of Submissions at **Appendix 5**.

Key issues

Difference between proposed lot sizes and existing lot sizes in Cityview Drive

Five of the eight objections raised the discrepancy between the lot sizes allowed/proposed by the combined Amendment and Planning Permit and the size of existing lots on Cityview Drive. While recently rezoned to Low Density Residential Zone Schedule 2 (minimum 2000 m²), existing residential lots on Cityview Drive are over 3000 m² and in many cases over 4000 m². These submissions contended that the new development would be inconsistent with the existing character and landscape of land on Cityview Drive. It was argued that smaller lots and narrower frontages would create an unattractive streetscape. Some submissions contended that a 2000 m² minimum lot size and/or the Low Density Residential Zone Schedule 2 should be applied to the subject land.

Officer response:

It is acknowledged that the proposed zoning and lot sizes on the Amendment land differ from those of existing lots in Cityview Drive, which are now zoned Low Density Residential Zone Schedule 2. However, the Amendment and its proposed zoning are strategically justified. The Geelong Ring Road forms a logical western boundary for urban development in this part of Geelong. The General Residential Zone will allow more efficient use of well located land with services available. The zoning is consistent with that of most other land in Wandana Heights as well as land north of Barrabool Road in Highton.

Those lots on Cityview Drive directly opposite the subject land already directly abut land, to the east, in the General Residential Zone. Some change in the character of Cityview Drive as a result of the proposed rezoning and subdivision is inevitable. However, the topography and the orientation of homes on the eastern side of Cityview Drive is such that there will be minimal visual impact from new development on the subject land. Development on the proposed lots will be subject to the same ResCode provisions as all other land in the General Residential Zone Schedule 1 in the wider surrounding area.

The lot layout proposed by the subdivision achieves some transition between proposed smaller lots to the west and the existing residential lots on Cityview Drive. Eleven proposed lots directly fronting Cityview Drive have an average size of 831 m². Two others lots abutting Cityview Drive are over 1000 m², while five proposed lots immediately south-east of the subject land average over 1000 m².

In view of the above, the proposed zoning and subdivision layout are supported.

Traffic

All of the objecting submissions expressed concern with the traffic that would be generated by the proposed development. It was suggested that Cityview Drive will not be able to accommodate the increased traffic: safety concerns were raised due to Cityview Drive's narrow width, existing bends, on-street parking, use by pedestrians and cyclists and the location of proposed intersecting roads. Concern was also raised with the operation of the intersection of Cityview Drive and Barrabool Road: submissions indicated increased traffic as well as construction vehicles would cause delays and safety issues for vehicles accessing Barrabool Road; upgrading of the intersection was suggested, including the use of traffic lights. Increased traffic congestion and a need to upgrade Barrabool Road were also raised.

Officer response:

Council's Engineering Services is confident Cityview Drive can accommodate the additional traffic generated by the proposed subdivision. Most traffic generated by the development will use Cityview Drive between Barrabool Road and the northernmost new intersection, north of Drewan Park. Widening will not be required, nor will roundabouts at the proposed new intersections onto Cityview Drive. A splitter island will be required at the new intersection north of Drewan Park. Kerb and channel will be required along the western side of Cityview Drive, between Barrabool Road and the northernmost new intersection and between the new intersection south of Drewan Park and the southern boundary of the site. Controls will be required to prohibit on-street parking on Cityview Drive.

A traffic count conducted by Council's Engineering Services on Wednesday 26 October 2016 found higher traffic volumes than those, from a February 2015 count, used in Cardno's Traffic and Transport Assessment, submitted and exhibited with the Amendment and Planning Permit. Engineering Services noted that the majority of traffic movements from Cityview Drive were left turns into Barrabool Road. Engineering Services has advised that to cater for additional traffic generated by the development, separate left and right turning lanes should be required from Cityview Drive onto Barrabool Road. This will reduce queuing of vehicles behind one or more vehicles waiting to turn right into Barrabool Road.

Due to anticipated traffic volumes and predicted turning movements at the Cityview Drive/Barrabool Road intersection, it is also desirable to avoid vehicle crossings onto the section of Cityview Drive between Barrabool Road and the new intersection north of Drewan Park. A minor redesign of the subdivision layout could achieve this, with the use of a battleaxe lot(s) and/or lots oriented to the proposed road along the north of Drewan Park.

Council's Engineering Services is confident that traffic signals will not be required at the Cityview/Barrabool intersection. A VicRoads officer has confirmed that signals are unlikely to be necessary. With respect to upgrading of Barrabool Road, the VicRoads officer indicated that Barrabool Road may be duplicated in the future (to provide two lanes in each direction), but that this will depend on traffic demands and government priorities. No duplication works are currently scheduled.

Some changes to the Planning Permit conditions are recommended to specify the abovementioned requirements.

Stormwater drainage

Two submitters have raised concerns with the safety of proposed stormwater retarding basins. One submission from the owners of a residential lot adjacent to a proposed major retarding basin has raised detailed concerns with the retarding basin, in particular the risk of flooding of the submitters' property from failure of the basin or discharge of stormwater into an open drain on a Council reserve adjacent to their property. The submitters have indicated they have been advised insurance for their property will be unavailable or significantly increased in cost as a result of the development. The submission claims that the stormwater system proposed is cheap, inferior and unconventional. Other concerns raised in the submission include visual impact of the retarding basin, potential groundwater seepage, mosquitoes, odours, maintenance responsibility, and concerns with several statements or findings in the supporting Surface Water Management Strategy, including that the modelling does not use the most recent data and its predictions may not reflect predicted climate change.

Officer response:

Council officers have met with the submitters whose land is directly adjacent to the proposed south-east major retarding basin to discuss their concerns. The operation of the retarding basins for the south-east catchment of the subject land has been explained. The applicant has subsequently been asked to provide information more clearly explaining the operation of the proposed retarding basins, for the submitter and so that the submitter can provide it to their insurer. At the time of writing this information is under preparation.

Council's Engineering Services advises that there is a very low risk of retarding basin failure and that the risk of seepage through the constructed basin wall is also very low. The major retarding basin will not hold standing water and will be dry almost all of the time. The City has over 100 retarding basins and has not experienced a failure causing private property damage. Overflow is being directed onto a Council reserve, by way of an open drain or pipe, not onto private property. The retarding basin is likely to actually reduce water flows onto the submitters' property. The stormwater system proposed is not cheap, inferior or unconventional. The development will be subject to the same drainage standards as all other recent developments in the City.

A response to each of the points raised by the submitters (Submission 11) can be found in the Summary of Submissions at **Appendix 5**.

Request to include 69-77 Cityview Drive in Amendment

One objecting submission indicated that the objection would only be withdrawn if their property, 69-77 Cityview Drive, abutting the subject land, is included in the Amendment. The submitters wish to be able to subdivide an approximately 1700 m² lot from their 5336 m² lot (see **Appendix 6**). The current Low Density Residential Zone Schedule 2 allows for subdivision down to a minimum of 2000 m², but this is difficult to achieve due to the location of the dwelling on the submitters' land. The submitters argue that the subdivision they seek will not change the low density profile of Cityview Drive or impact neighbours.

Officer response:

The subdivision the submitters seek to facilitate by rezoning would be in generally in keeping with the lot sizes proposed by the Amendment; the 1700 m² lot would actually be larger than most lots proposed in the exhibited plan of subdivision. However, this change to the Amendment would require further consultation with surrounding landowners, including the beneficiaries of a restrictive covenant limiting development on each existing lot to a single dwelling. It may be considered a transformation of the Amendment. The proposed change to the zoning of the submitters' land would need to be justified by strategic assessment. It is not immediately clear that such justification exists, noting that the current zoning already provides scope for subdivision into two lots.

In light of the need for further consultation, the request to include some or all of the submitter's property in the Amendment is not supported.

Public open space and development contribution requirements

Mesh, in their submission, indicated their clients are only willing to pay the \$2670 per lot development contribution set out in the exhibited draft Section 173 Agreement subject to:

- (i) acknowledgement that the subject land cannot be characterised as a growth area within the context of the development settings that are proposed within the new Infrastructure Contributions Framework and that the land is more appropriately categorised as an infill development opportunity; and
- (ii) Council acceptance that it is appropriate to satisfy part of the 10% public open space contribution through works in kind to Drewan Park, with the balance to be paid as a cash contribution.

The proponent has indicated that Drewan Park is underutilised and that it has an elevated local and regional role and function. The submission argues that the proposed development gives an opportunity to upgrade the park for existing and future local and regional residents. The submitter seeks to work with Council to resolve a voluntary arrangement on development contributions and public open space contributions, but indicated that if this is not achieved, the request for payment of development contributions and open space contributions should be referred to an independent Panel.

Officer response:

After further consideration, Council's Recreation and Open Space unit advises it is now willing to consider the delivery of reasonable landscaping improvements within Drewan Park as works in kind in lieu of a portion (up to 50%) of the required public open space contribution. A list of landscaping improvements which would be acceptable to improve the amenity of the reserve and bring it up to a District status without imposing significant asset maintenance or renewal obligations on Council has been provided to the proponent. Initial feedback from the submitter on this revised position has been positive. It is anticipated that the scope of proposed improvements will be refined and agreed between Council and the proponent and the exhibited Section 173 Agreements changed as necessary.

Revised plan of subdivision

Mesh, as part of their submission, lodged and seeks support for a revised subdivision layout plan (**Appendix 7**). This proposed plan increases the number of proposed residential lots from 186 to 195. The plan also incorporates the following changes:

- the southernmost access road intersecting Cityview Drive, proposed to use the existing vehicle access to the Barwon Water site, is removed and replaced with residential lots and a reserve, for stormwater drainage reasons;
- the existing water pipe from the Barwon Water tank in the previously proposed road reserve is to be accommodated in a designated reserve;
- the central east-west pedestrian link is removed and replaced with two lots; and
- proposed Lots 1 and 2 in the north-west of the site are re-oriented to front the local access street and an extended driveway is removed.

Officer response:

Council officers have considered and support the proposed changes.

Other issues

A wide range of other issues were raised in submissions and are addressed in the Summary of Submissions at **Appendix 5**. None of the issues raised warrant abandoning or changing the Amendment. A few warrant minor changes to the exhibited Planning Permit. The other issues raised were:

- noise attenuation from the Geelong Ring Road;
- noise (traffic noise, construction noise and general residential noise);
- dust;
- impacts on property values;
- impacts on lifestyle and standard of living;
- reduced privacy on an adjacent property due to overlooking;
- loss of uninterrupted rural views;
- disturbance of the environment;
- cost of boundary fencing;
- lot sizes will not be conducive to “family style homes and living”;
- proposal is contrary to restrictive covenants applying to surrounding land;
- desirability of providing more public open space;
- security and noise concerns with open space adjacent to rear of property;
- adequacy of emergency egress from area;
- bicycle path linkages;
- suggested road names;
- Traffic and Transport Assessment reference to a subdivision in Werribee;
- development may exacerbate slow internet connection;
- impact of rezoning 37 Cityview Drive on Brownhill Lookout;
- possible refinement of the Public Use/General Residential Zone boundary;
- concern at age of exhibited background reports;
- fairness and integrity of the Amendment and Planning Permit process;
- whether the exhibited plan of subdivision constitutes the Development Plan;
- Barwon Water permit conditions; and
- minor changes and clarifications to Planning Permit conditions.

Changes to Development Plan Overlay Schedule

One minor change is recommended to the Development Plan Overlay Schedule. This should be modified to specify that a Development Plan must apply to the entire site, so that a single Development Plan addresses all requirements in Point 3.0 of the Schedule.

Changes to Planning Permit

Through the consideration of submissions a number of changes to the exhibited Planning Permit conditions have been identified. It is recommended that the following changes be made to the Planning Permit:

- require amended plans to redesign lots to avoid vehicle crossings to Cityview Drive between Barrabool Road and the new road north of Drewan Park;
- include cross reference to the correct condition in Condition 1e);
- delete Condition 6c);
- include a requirement for a road safety audit (local area traffic management plan);
- specify a requirement for left and right turning lanes from Cityview Drive into Barrabool Road;

- specify a requirement for kerb and channel construction along sections of Cityview Drive;
- specify a requirement for driveway construction on lots fronting Cityview Drive south of Drewan Park;
- specify a requirement to provide pedestrian access to bus stops on the nearest public transport route, as per the Development Plan Overlay Schedule;
- modify Condition 8 by adding “on page 13” after “recommendations”;
- modify Condition 26h) if requiring a solid fence on the boundary of the property adjacent to the south-east major retarding basin;
- incorporate Conditions 39 and 40 as dot points within Condition 38; and
- include a requested Barwon Water sewer condition inadvertently left off the exhibited permit.

Precise wording of the recommended changes will be prepared and submitted to the Panel and all relevant parties prior to the Panel Hearing.

Conclusion

After consideration of all points raised in submissions, the Amendment and Planning Permit are still supported. Minor changes are recommended to the Planning Permit conditions, along with one change to the Development Plan Overlay Schedule. It is anticipated that modification to the Section 173 Agreements will also be required. As most of the points raised in submissions remain unresolved, it is recommended that submissions be referred to an independent Panel.

Environmental Implications

The subject land is primarily cleared and has been used for agriculture for many decades. An ecological assessment confirmed the presence of eight patches of native vegetation on the site, in the form of grassy woodland (secondary grassland). A required biodiversity offset has been identified.

A contamination assessment undertaken for the site concluded that the former uses of the site do not present an unacceptable contamination risk to the proposed development of the land and that an Environmental Audit of the site is not required.

A water quality strategy prepared for the development concluded that the proposed stormwater management system exceeds best practice stormwater runoff targets for all catchments.

Financial Implications

Payment of development contributions as set out in the exhibited Section 173 Agreement will assist in the provision of community facilities within the catchment of the proposed development. Provision of landscaping improvements to Drewan Park as works in kind to partly satisfy the Public Open Space requirement will be acceptable so long as they do not impose significant asset maintenance or renewal obligations on Council.

Policy/Legal/Statutory Implications

The Amendment is consistent with the State Planning Policy Framework (Clauses 11.07, 11.07-1 and 11.07-2) and the Local Planning Policy Framework (Clauses 21.06-2 and 21.15-1).

Alignment to City Plan

The Amendment supports the Growing Our Economy strategic direction of City Plan by providing additional residential land within the defined boundary of the Geelong urban area.

Officer Direct or Indirect Interest

No Council officers involved in the preparation of this report have any direct or indirect interest in the matter to which this report relates, in accordance with Section 80C of the Local Government Act.

Risk Assessment

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

Social Considerations

The community will benefit from upgrades to the road and pedestrian/cyclist network, from landscaping improvements in Drewan Park and from development contributions assisting in the provision of community facilities within the catchment of the subject land.

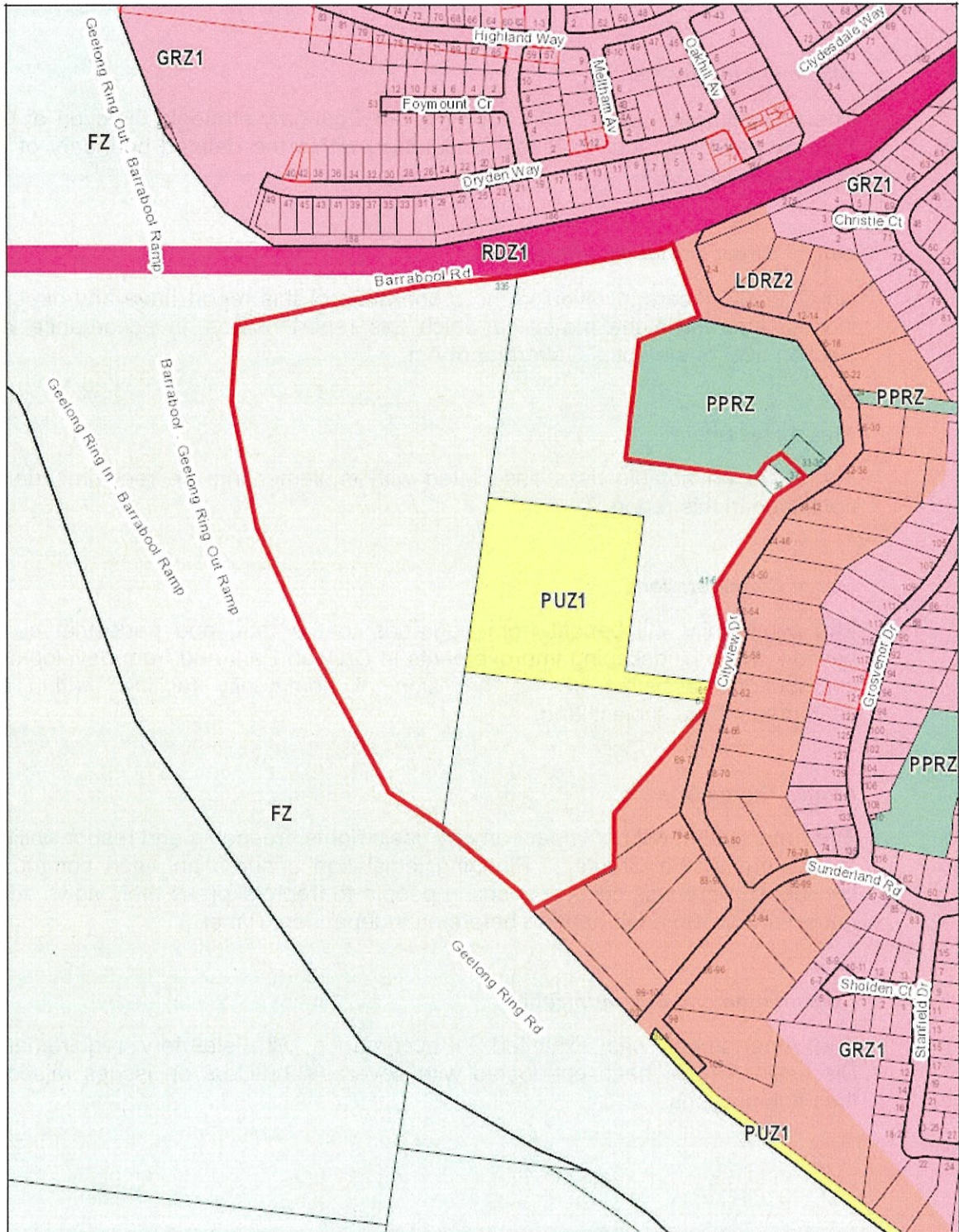
Human Rights Charter

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.

Consultation and Communication



The Amendment was exhibited in accordance with statutory requirements. Discussions have been conducted with several submitters on issues raised in their submissions.

Appendix 1 – Location plan and existing zoning

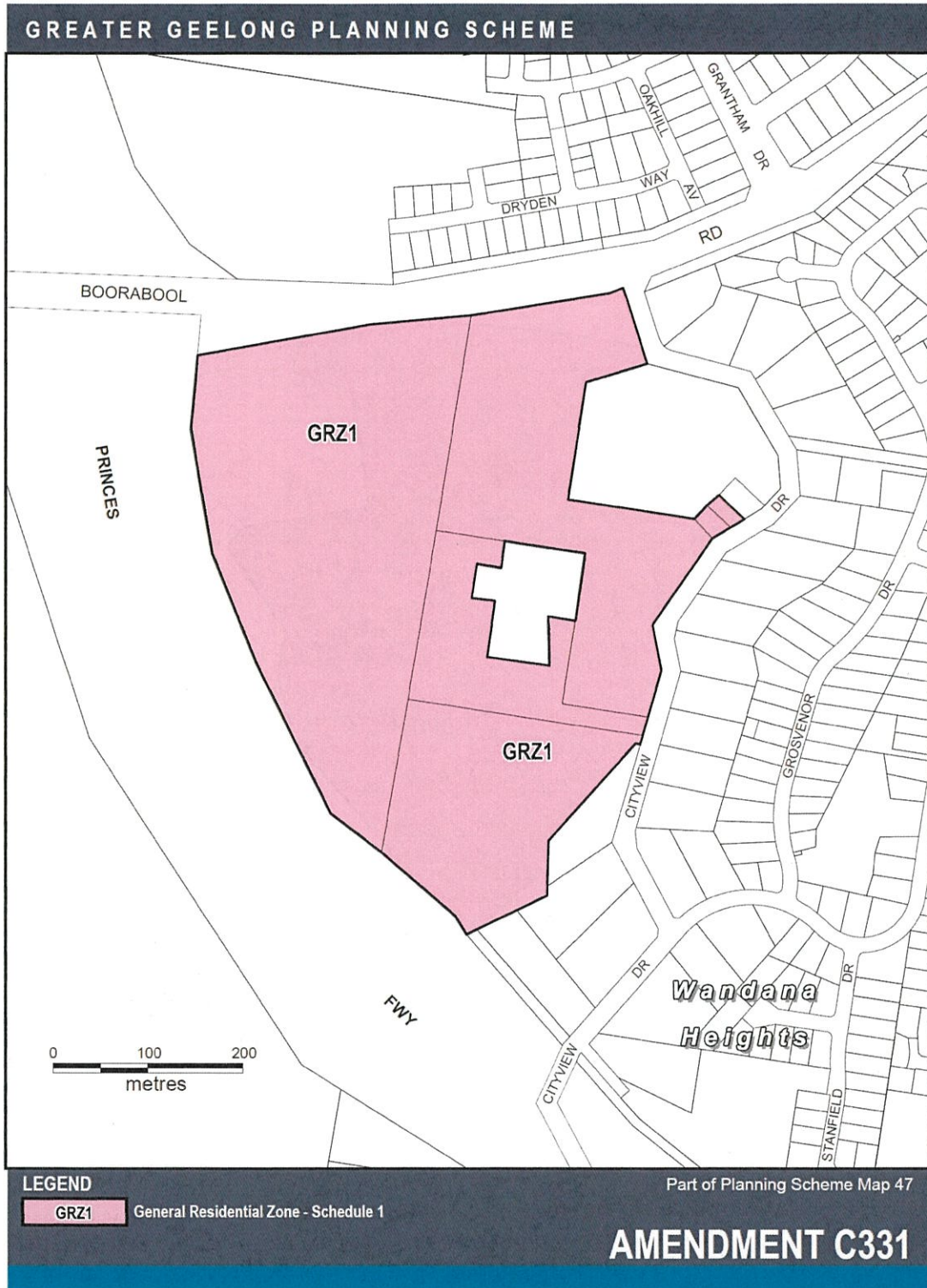


Amendment C331 - Wandana Heights
 Location plan
 08/03/2016 4:58 pm

Although all due care has been taken to ensure that this document is correct, no warranty is expressed or implied by the City of Greater Geelong, Barwon Water or the State of Victoria in its use.
 Prepared by the City of Greater Geelong - PLACES



 MGA Zone 55 Scale 1 : 4867

Appendix 2 – Proposed zoning

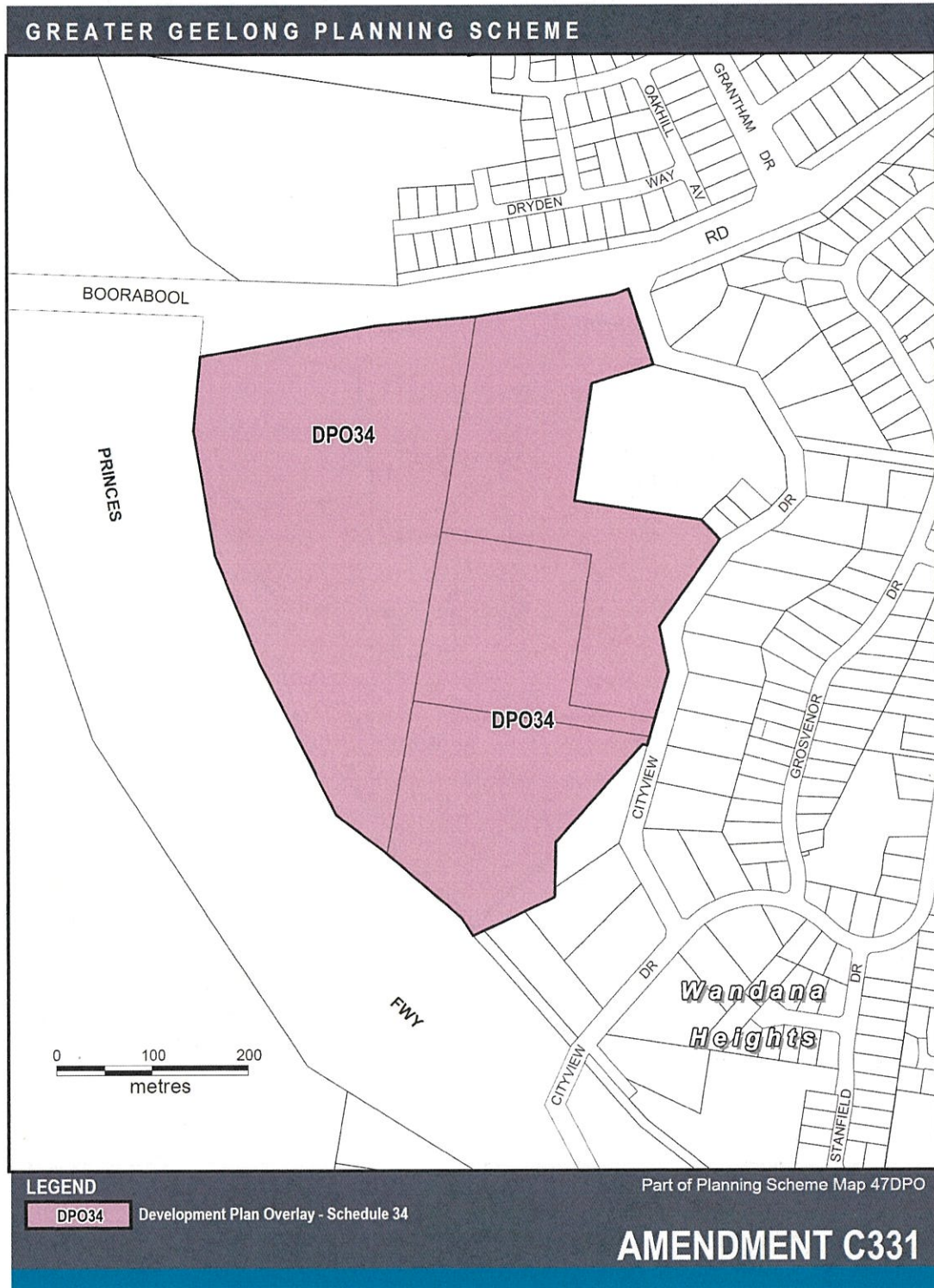


| Planning Mapping Services |
| Planning Information Services |
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Water & Planning
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Appendix 3 – Proposed overlay

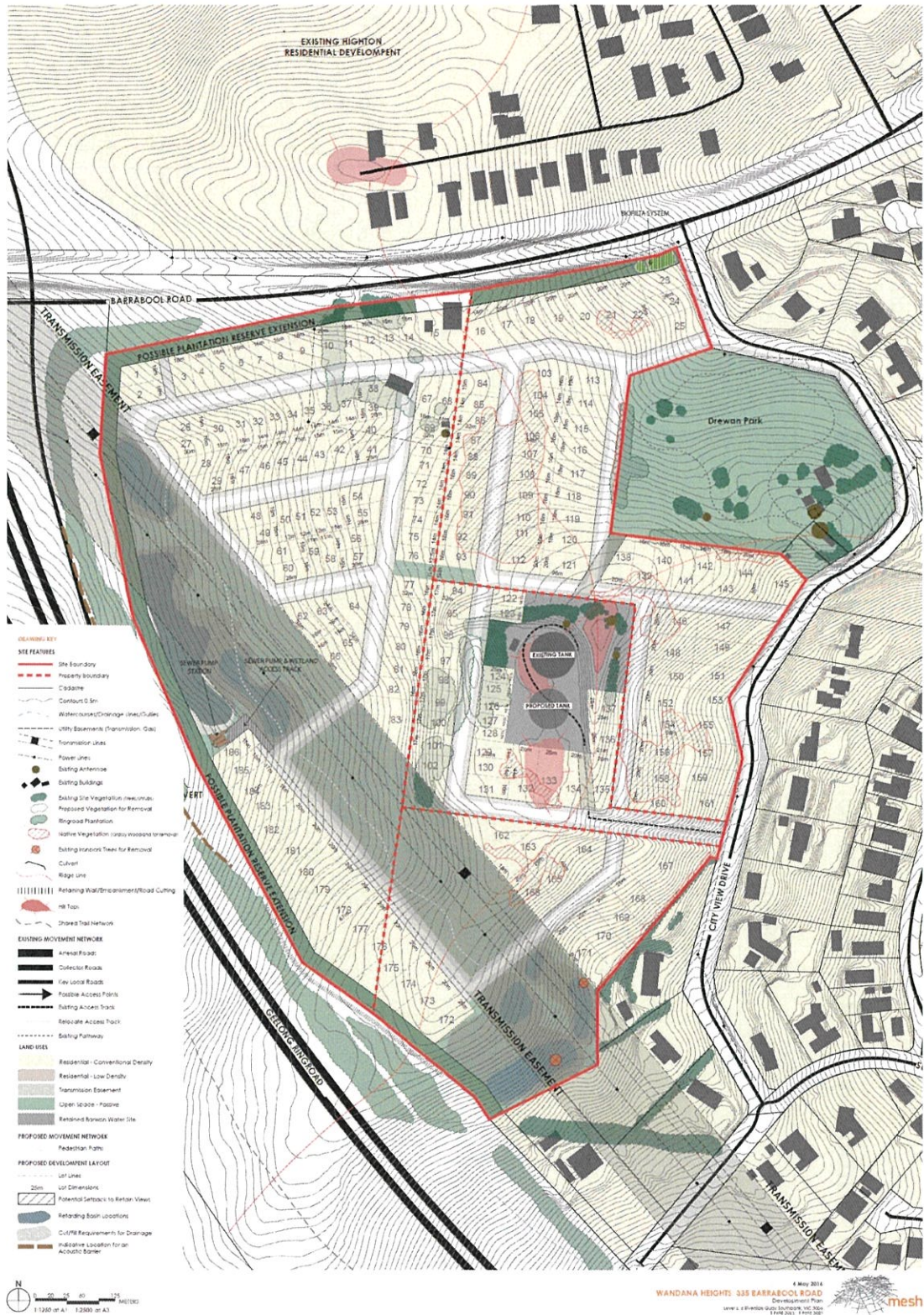


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Appendix 4 – Exhibited plan of subdivision – Planning Permit 392/2015



Appendix 5 – Summary of submissions

Summary of Submissions for Amendment No C331 & PP 392/2015

| No | Name | Address | Type | Summary of Submission | Officer Response |
|----|--------------|---|-----------|---|---|
| 1 | Barwon Water | PO Box 659, GEEELONG | Support | <ol style="list-style-type: none"> Barwon Water can provide water and sewerage to the land and does not object to the Amendment. Barwon Water's response remains unchanged from its letter of May 2015 [providing Planning Permit conditions for the proposed subdivision]. Barwon Water does not object to Planning Permit 392/2015. | <p>Noted.</p> <p>One sewer condition requested by Barwon Water in its 29 May 2015 referral response was inadvertently left off the exhibited draft Planning Permit. This condition should be included on the Planning Permit.</p> |
| 2 | EPA Victoria | Level 3, 200 Victoria Street, CARLTON | Comment | <ol style="list-style-type: none"> Acknowledge that EPA's initial comments relating to soil management have been addressed in Conditions 8 to 12 of the draft Planning Permit. The south-western section of the site is near the Geelong Ring Road. Appropriate noise attenuation should be provided for these residential lots. | <p>Noted.</p> <p>Conditions 1 and 36 of the exhibited draft Planning Permit will ensure acoustic measures are undertaken for any proposed residential lots predicted by noise measurement and modelling to exceed specified noise limits.</p> |
| 3 | Hill, Evelyn | Cityview Drive, WANDANA HEIGHTS | Objection | <ol style="list-style-type: none"> No approval should be given until Cityview Drive is upgraded, given the additional traffic that will be generated by the proposed subdivision. | <p>Council is satisfied Cityview Drive can accommodate the additional traffic generated by the proposed subdivision, noting that most of the traffic generated will use Cityview Drive between Barrabool Road and the northernmost new intersection, north of Drewan Park.</p> <p>To cater for additional traffic generated by the development, separate left and right turning</p> |

| No | Name | Address | Type | Summary of Submission | Officer Response |
|----|------|---------|------|--|------------------|
| | | | | <p>lanes should be required from Cityview Drive onto Barrabool Road. Kerb and channel will be required along the western side of Cityview Drive, between Barrabool Road and the northernmost new intersection and between the new intersection south of Drewan Park and the southern boundary of the site. The Planning Permit should specify these requirements.</p> <p>Council is satisfied the proposed intersections will not require roundabouts. A splitter island will be required at the new intersection north of Drewan Park.</p> <p>Council is satisfied Cityview Drive can accommodate the additional traffic generated by the proposed subdivision without widening. Controls will be required to prohibit on-street parking on Cityview Drive.</p> <p>Council is confident that traffic through the Cityview Drive/Barrabool Road intersection when the subject land is fully developed will not require traffic signals. A VicRoads officer has advised that traffic signals are unlikely to be necessary.</p> <p>A VicRoads officer has indicated that Barrabool Road may be duplicated in the future (to provide two lanes in each direction), but that this will depend on traffic demands and government priorities. No duplication</p> | |
| | | | | <p>2. The proposed intersections of new roads with Cityview Drive north and south of Drewan Park require roundabouts and guard rails.</p> <p>3. Cityview Drive requires widening from Barrabool Road due to dangerous corners. A serious accident is likely on the corner below Brownhill Lookout when vehicles are parked on the road.</p> <p>4. Traffic lights will be required at the intersection of Cityview Drive and Barrabool Road due to the additional traffic generated.</p> <p>5. Barrabool Road should be upgraded by VicRoads to two lanes and a bicycle lane in each direction between Scenic Road and the Geelong Ring Road.</p> | |

| No | Name | Address | Type | Summary of Submission | Officer Response |
|----|--|--|---------|---|--|
| | | | | <p>6. Construction vehicle movements and parking during subdivisional works will impede Cityview Drive and the Cityview Drive/Barrabool Road intersection, particularly if soil is transported off-site.</p> <p>7. What protection do residents downhill have from water seepage or a dam break from the large lake or dam proposed in the southwest of the site?</p> <p>8. Suggest road names for the subdivision: Ayrleigh Drive, and Soldier Settlers Drive, as land in the area was offered to soldiers from WWI.</p> | <p>works are currently scheduled.</p> <p>The construction management plan required by Condition 7 of the exhibited draft Planning Permit will address hours/days of construction, deliveries, construction vehicle access and construction personnel parking. As with any subdivision, construction vehicle movements will have some temporary impacts on traffic in the area. The current Cityview Drive/ Barrabool Road intersection can accommodate truck movements. See also the response to Point 1 of this submission above.</p> <p>Stormwater drainage issues, including any risk from retarding basin failure or seepage, are addressed in the responses to Submission 11 below.</p> <p>This suggestion has been forwarded to the proponent.</p> |
| 4 | Mesh (on behalf of Villawood Properties) | Level 1, 6 Riverside Quay, SOUTHBANK | Comment | <p>1. Support the Amendment and Planning Permit subject to changes to and clarification on each.</p> <p>2. Despite the lack of strategic support for requesting a voluntary community infrastructure contribution, the proponents are willing to pay the contribution set out in the exhibited draft Section 173 Agreement, but only subject to:</p> | <p>Noted.</p> <p>Council is now willing to consider the delivery of reasonable landscaping improvements within Drewan Park as works in kind in lieu of a portion (up to 50%) of the required public open space contribution. A list of landscaping improvements which would be</p> |

| No | Name | Address | Type | Summary of Submission | Officer Response |
|----|------|---------|------|--|---|
| | | | | <p>(i) acknowledgement that the subject land cannot be characterised as a growth area within the context of the development settings that are proposed within the new Infrastructure Contributions Framework and that the land is more appropriately categorised as an infill development opportunity; and</p> <p>(ii) Council acceptance that it is appropriate to satisfy part of the 10% public open space contribution through works in kind to Drewan Park, with the balance to be paid as a cash contribution.</p> <p>3. The submitter previously provided an assessment of passive open spaces in the surrounding area, demonstrating Drewan Park's elevated local and regional role and function. The park is underused. The proposed development gives an opportunity to upgrade the park for existing and future local and regional residents. Council considered this information and advised that payment of both development contributions and open space contributions are required. Object to this position.</p> <p>4. Seek to work with Council to resolve a voluntary arrangement regarding community infrastructure and open space contributions. If this cannot be achieved, the request for payment of development contributions and open space contributions should be referred to an</p> | <p>acceptable to improve the amenity of the Reserve and bring it up to a District status without imposing significant asset maintenance or renewal obligations on Council has been provided to the proponent. It is anticipated that the scope of proposed improvements will be refined and agreed between Council and the proponent and necessary changes made to the exhibited Section 173 Agreements.</p> <p>See the response to Point 2 of this submission above. While Drewan Park is already embellished above the standard for a local reserve, acceptable landscaping improvements will be considered to bring it up to a District reserve status.</p> <p>See the response to Point 2 of this submission above.</p> |

| No | Name | Address | Type | Summary of Submission | Officer Response |
|----|------|---------|------|--|---|
| | | | | <p>independent Panel.</p> <p>5. A revised plan of subdivision has been submitted (see Point 8 below). Minor changes are often required to an approved subdivision layout plan as development progresses and are usually considered by Council to be “generally in accordance” with an approved Development Plan. The wording of the exhibited DPO Schedule is unclear as to what constitutes the Development Plan and whether it allows for minor changes to the subdivision plan.</p> <p>6. Envisage three options to provide the ability to amend the subdivision layout plan:</p> <ul style="list-style-type: none"> (i) The exhibited proposed plan of subdivision is the Development Plan on which the updated subdivision layout plan is based on – seek confirmation that proposed changes to the subdivision layout plan will not require the Development Plan to be amended. (ii) The updated subdivision layout plan constitutes the Development Plan – seek confirmation that any further change to the subdivision layout plan will not require the Development Plan to be amended. (iii) (Preferred option) An updated version of the exhibited proposed plan of subdivision, with lot and other specific development detail removed, forms the Development Plan; future changes to the subdivision layout plan can be considered. | <p>Under Clause 3.0 of the exhibited Schedule, the Development Plan is to include a “general subdivision layout including reserves for open space and drainage, certain roads and an indication of the range of lot sizes”. This does not require the level of detail in the plan of subdivision for draft Planning Permit 392/2015, and that plan of subdivision is not considered to constitute part of the Development Plan.</p> <p>See response to Point 5 of this submission above. Option (iii) in this point of the submission is applicable, subject to meeting the requirements in the Schedule to the Development Plan Overlay.</p> |

| No | Name | Address | Type | Summary of Submission | Officer Response |
|----|------|---------|------|---|---|
| | | | | <p>7. Whichever of the above options is agreed, the DPO Schedule wording must make clear the difference between the Development Plan and the approved subdivision layout plan.</p> <p>8. Seek Council support for an updated subdivision layout plan [attached]. The updated plan is generally in accordance with the exhibited plan of subdivision, but incorporates the following changes:</p> <ul style="list-style-type: none"> • proposed road using existing vehicle access to Barwon Water site removed, to ensure drainage flows can be directed to the southwest of the site in accordance with the drainage strategy; • existing water pipe from the Barwon Water tank in the previously proposed road reserve to be accommodated in a designated reserve; • removal of the central east-west pedestrian link, to be replaced with two lots; and • re-orienting Lots 1 and 2 to front the local access street and removal of the extended driveway. <p>9. Support the Public Use Zone over the portion of the site being retained by Barwon Water. However, at detailed design stage the boundary between the General Residential Zone and Public Use Zone may require modification. Seek clarification of the planning process should any variations to the Barwon</p> | <p>See response to Points 5 and 6 of this submission above.</p> <p>The proposed revised plan of subdivision in this submission also increases the number of proposed residential lots from 186 to 195. Council has considered and supports the proposed changes.</p> <p>It is inappropriate to apply a Public Use Zone over private land. Accordingly, the boundaries of proposed residential lots abutting the portion of the Barwon Water tank site to be retained need to align with the zone boundary. The exhibited zone boundary and the proposed lot boundaries on the exhibited</p> |

| No | Name | Address | Type | Summary of Submission | Officer Response |
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| | | | | <p>Water site boundaries be required.</p> <p>10. Condition 1 of the Planning Permit be reworded or clarified to provide flexibility adjacent to the existing dwelling.</p> <p>11. Condition 6 of the Planning Permit is noted but no major upgrade works are identified.</p> <p>12. Reword Condition 8 of the Planning Permit to reference specific recommendations in the Preliminary Environmental Site Assessment.</p> <p>13. Conditions 39 and 40 of the Planning permit should be dot points within Condition 38.</p> <p>14. Clarification has been sought from Barwon Water regarding the new reserve required by Condition 44 of the Planning Permit.</p> <p>15. Confirmation has been sought from Barwon Water regarding the requirements of Condition 46 of the Planning Permit.</p> | <p>plan of subdivision are aligned.</p> <p>Condition 1 a) does not require a plantation reserve between the existing dwelling and Barrabool Road. However, the discontinuous plantation reserve will require demonstrated practical access for maintenance vehicles. No change to the condition is recommended.</p> <p>Agreed. It is recommended that point c) of Condition 6 be deleted.</p> <p>While the intent of Condition 8 is considered clear, modifying the condition by adding "on page 13" after the words "the recommendations" will remove any possible ambiguity and is supported.</p> <p>This is consistent with the original referral response from VicRoads. Recommend revising the Planning Permit accordingly.</p> <p>The wording of the condition is as requested by Barwon Water. Council cannot recommend a change to the condition without written advice from Barwon Water. No such advice has been received at the time of writing.</p> <p>See the response to Point 14 of this submission above.</p> |
| 5 | Moorfoot, Dale | Cityview Drive, | Objection | 1. Own and reside on 5336 m ² lot adjacent to the | Noted. |

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| | and Lindy | WANDANA HEIGHTS | | <p>subject land. When submitters originally purchased this land in 1992 it was zoned Low Density Residential Schedule 1 (minimum lot size 0.4 ha).</p> <p>2. In 2015, the zoning was changed to Low Density Residential Zone Schedule 2 (minimum 0.2 ha).</p> <p>3. Submitters engaged consultants to prepare a proposed subdivision of their land to subdivide an unused portion of their lot slightly under 0.2 ha (attached). Disappointed the City would not allow subdivision below 0.2 ha, but understood these restrictions are to maintain the low density profile of Cityview Drive.</p> <p>4. Shocked to receive notice of the proposed subdivision with five lots abutting the submitters' rear boundary substantially under 0.2 ha. The proposed development would significantly change and negatively impact submitters' current lifestyle and immediate neighbourhood.</p> <p>5. Proposed subdivision will significantly devalue</p> | <p>Noted. Amendment C309, Low Density Residential Zone Review, gazetted in May 2015.</p> <p>Under Clause 32.03-3 of the Greater Geelong Planning Scheme, there is no scope for Council to consider a subdivision of 69-77 Cityview Drive to create a lot below 0.2 ha.</p> <p>The proposed zoning and lot sizes on the Amendment land differ from those of the submitters' land and other nearby land zoned Low Density Residential Zone Schedule 2. Some change in the character of Cityview Drive by rezoning from Farming Zone to a residential zone is inevitable. However, the proposal is consistent with the character of the wider surrounding area.</p> <p>The average size of the five proposed lots abutting the submitters' land is over 1000 m². This lot layout achieves some transition between proposed smaller lots to the west and those abutting the submitters' land.</p> <p>The impact, if any, of the amendment and</p> |

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| | | | | <p>submitters' property.</p> <p>6. Proposed subdivision will have considerable negative impact on submitters' lifestyle through extreme changes in traffic volumes on Cityview Drive and along submitters' northern boundary at one of three access roads to the proposed subdivision.</p> <p>7. Proposed subdivision will have considerable negative impact on submitters' lifestyle through reduced privacy due to five new neighbours at elevation at submitters' rear fence.</p> <p>8. Proposed subdivision will have considerable negative impact on submitters' lifestyle through costs associated with sharing of new fence construction along the rear boundary.</p> | <p>planning permit on property values is uncertain, but this is not a relevant planning consideration.</p> <p>Most traffic generated by the subdivision will use Cityview Drive between Barrabool Road and the northernmost new intersection, north of Drewan Park. It is not anticipated that the southernmost proposed road intersecting with Cityview Drive (near the submitters' property boundary, though over 90 m from the submitters' house) would carry substantial traffic volumes. A proposed revised plan of subdivision submitted by the applicant with its submission (see Point 8 of Submission 4 above) removes this southernmost access road. Council supports the proposed changes in that revised plan of subdivision.</p> <p>The topography of the subject and adjacent land is not unusual in a residential context. Design of the dwellings on proposed new lots will need to take overlooking into account. Clauses 54.04-6 and 55.04-6 of the Planning Scheme address overlooking. It is also noted that existing vegetation at the rear of the submitters' property would assist in screening.</p> <p>The cost of boundary fencing is a matter between the subdivider and the submitters.</p> |

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| | | | | <p>9. Proposed subdivision will have considerable negative impact on submitters' lifestyle through significant noise exposure during construction.</p> <p>10. Proposed subdivision will have considerable negative impact on submitters' lifestyle through poor air quality and costs associated with dust control at submitters' property during construction (pressure sprayer, pool filter maintenance, paintwork) similar to that experienced during the Ring Road construction.</p> <p>11. Proposed subdivision will have considerable negative impact on submitters' lifestyle through poor traffic safety due to proposed access roads close to the notorious blind corner at the Brownhill Park lookout.</p> <p>12. Proposed subdivision will have considerable negative impact on submitters' lifestyle through the overall change in landscape and environment from a premium, quiet semi-rural atmosphere to a higher density residential environment.</p> | <p>The construction management plan required by Condition 7 of the exhibited draft Planning Permit is required to address hours/days of construction, including deliveries, with hours to be consistent with EPA legislation/guidelines.</p> <p>The construction management plan required by Condition 7 of the exhibited draft Planning Permit is required to address dust suppression management.</p> <p>See the response to Points 1 and 2 of Submission 3 above.</p> <p>Subdivision and development of the subject land will result in some change in the landscape of the immediately surrounding area. However, the proposal is consistent with the character of the wider surrounding area. It is also noted that existing vegetation at the rear of the submitters' property would assist in screening views of new development. It is not anticipated that the proposed subdivision and development of the subject land would generate noise levels</p> |

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| | | | | <p>13. Submitters purchased land in 1992 at a premium price based on the key selling point of living in a quiet semi-rural atmosphere.</p> <p>14. Realise it is likely the Amendment will proceed and change the entire landscape immediately surrounding submitters' property. Will only gain solace and withdraw objection if the Amendment is changed to include the rezoning of 0.2 ha of submitters' property at 69-77 Cityview Drive to General Residential Zone Schedule 1.</p> <p>15. As only landowner sharing a boundary with the Amendment and subdivision, should be given fair and equitable opportunity, as is likely to be given for the adjacent land.</p> <p>16. Submitters do not want to subdivide into small lots as in the exhibited subdivision proposal but seek to be able to subdivide a portion of less than 0.2 ha (approximately 1700 m²). This will not change the low density profile of Cityview Drive or impact neighbours.</p> | <p>beyond what would be reasonably expected in a residential area.</p> <p>Noted. See the response to Point 12 of this submission above.</p> <p>Council does not support including some or all of the submitter's property in the Amendment. This change would require further consultation with surrounding landowners, including beneficiaries of a restrictive covenant limiting development on each existing lot to a single dwelling. The Low Density Residential Zone Schedule 2 applying to the submitters' land provides scope for subdivision into two lots, albeit the position of the dwelling makes it difficult to achieve the 0.2 ha minimum lot size.</p> <p>See the response to Point 14 of this submission above.</p> <p>Noted. A change to the zoning of the submitters' land would need to be justified by strategic assessment. It is not immediately clear that such justification exists, noting that the current zoning already provides scope for subdivision into two lots (albeit with the position of the dwelling making it difficult to achieve the 0.2 ha minimum lot size).</p> |

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| | | | | <p>17. The Development Plan Overlay should also be applied to 69-77 Cityview Drive.</p> <p>18. Disappointed the adjacent landowners did not contact submitters prior to proposing the Amendment. Had previously advised adjacent owner that submitters were interested in subdividing a portion of their land.</p> <p>19. Trust this request will be considered fairly and with the same integrity as the evaluation of the proposal from the adjacent landowners.</p> <p>20. Very concerned that the developer (Villawood) has distributed a marketing brochure (attached) prior to the close of exhibition of the Amendment. This gives little confidence that the City will view submitters' objection fairly or without bias. It appears the longstanding relationship between the developer and the City will outweigh the validity of any arguments in this submission. Disappointed to have wasted time and effort in preparing a submission which may not get viewed in a fair and equitable manner.</p> | <p>See the response to Point 14 of this submission above. Extension of the Development Plan Overlay is similarly not supported.</p> <p>This is a matter between the submitter and the landowners of the subject land.</p> <p>This submission has been considered fairly and with integrity.</p> <p>An information brochure was produced and circulated independently by Villawood late in the exhibition period for the combined amendment and draft planning permit. Council had no prior knowledge of this brochure, the contents of which included the proposed revised plan of subdivision subsequently first lodged with Council as part of a submission on the amendment and permit by Mesh on Villawood's behalf. The information brochure has not influenced Council's consideration of submissions in any way. All submissions, including that of Mesh on behalf of Villawood, have been carefully considered on their merits.</p> |
| 6 | Peart, Michelle | Cityview Drive, WANDANA HEIGHTS | Objection | Objections to rezoning of 39, 41-63 and 67 Cityview Drive to General Residential Zone Schedule 1 | |

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| | | | | <ol style="list-style-type: none"> 1. Submitters purchased land in a Low Density Residential Zone knowing the land opposite was zoned Farming and Public Use. 2. Rezoning to General Residential Zone will negatively impact the neighbourhood and submitters' quality of life. 3. Cityview Drive enjoys a semi-rural feel due to large lot sizes to the east and farmland to the west. The amendment would see much higher density residential development on the western side of Cityview Drive that is not in keeping with the feel and character of the existing neighbourhood. 4. Proposed residential lots will generate excessive noise and traffic, negatively impacting the character of the street, as all traffic will have to use Cityview Drive to access the subdivision. | <p>Noted. It is considered that there is strategic justification for the proposed change in zoning.</p> <p>For the reasons set out in the response to points of this submission below, it is not considered that the Amendment will have any substantial impact on adjacent residents' quality of life.</p> <p>Those lots on Cityview Drive directly opposite the subject land, including the submitters' property, already directly abut land (to the east) in the General Residential Zone. While the proposed zoning and lot sizes on the subject land differ from those on the eastern side of Cityview Drive, the proposal is consistent with the character of the wider surrounding area. Some change in the character of Cityview Drive by rezoning from Farming Zone to a residential zone is inevitable. However, the topography and the orientation of homes on the eastern side of Cityview Drive is such that there will be minimal visual impact from new development on the Amendment land.</p> <p>It is not anticipated that the proposed subdivision and development of the subject land would generate noise levels beyond what would be reasonably expected in a residential area.</p> |

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| | | | | <p><u>Objection to rezoning of 37 Cityview Drive from Public Park and Recreation Zone to General Residential Zone Schedule 1</u></p> <p>5. Housing adjoining the Brownhill Heights Lookout will adversely affect the character and amenity of the lookout. It will negatively impact lookout users and could interfere with views from the lookout.</p> | <p>Most traffic generated will use Cityview Drive between Barrabool Road and the northernmost new intersection, north of Drewan Park.</p> <p>37 Cityview Drive is fully used for telecommunications infrastructure; any residential use of the land would require this infrastructure to be removed. Such land in residential areas usually shares the same zoning as surrounding residential land. The Public Park and Recreation Zone is inappropriate as the lot is not public land. While it is highly unlikely the land will be used for residential purposes, the construction of a dwelling on the lot would not impinge on the primary views from the lookout.</p> |
| | | | | <p><u>Objections to Planning Permit 392/2015</u></p> <p>6. Subdivision proposes much higher density residential development west of Cityview Drive that is not in keeping with the existing feel and character of the neighbourhood.</p> <p>7. Proposed residential lots will generate excessive noise and traffic that will negatively impact the amenity of Cityview Drive.</p> | <p>See the response to Point 3 of this submission above.</p> <p>See the response to Point 4 of this submission above.</p> |

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| | | | | <p>8. All traffic will have to use Cityview Drive to access the subdivision.</p> <p>9. Increased traffic will exacerbate existing traffic issues on Cityview Drive, a narrow street with several sharp bends that see many near misses with cars veering onto the wrong side of the road.</p> <p>10. There is no existing provision for cars to park on Cityview Drive. The nine lots proposed fronting Cityview Drive will have no on street parking.</p> <p>11. Cityview Drive cannot handle the proposed increase in traffic. Two proposed new roads intersect Cityview Drive on already dangerous bends.</p> <p>12. The Cityview Drive/Barrabool Road intersection has become increasingly busy since the Geelong Ring Road opened. It is often dangerous turning right onto Barrabool Road across two lanes of traffic.</p> <p>13. No bicycle paths are proposed linking the existing bicycle path along the western side of the Ring Road with the eastern side. Understood this was to be put in place by developers.</p> | <p>Noted. Most traffic generated will use Cityview Drive between Barrabool Road and the northernmost new intersection, north of Drewan Park.</p> <p>See the response to Point 3 of Submission 3 above.</p> <p>Controls will be required to prohibit on-street parking on Cityview Drive.</p> <p>See the response to Points 1 and 2 of Submission 3 above.</p> <p>See the response to Point 4 of Condition 3 above. To cater for additional traffic generated by the development, separate left and right turning lanes should be required from Cityview Drive onto Barrabool Road.</p> <p>An existing pedestrian and cycle path along Barrabool Road links to the path on the western side of the Geelong Ring Road.</p> |

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| 7 | Petherick, David and Mary | Cityview Drive, WANDANA HEIGHTS | Objection | <p>14. As the land is currently open farmland, believe the subdivision could provide more open space and green belts through the area to maintain the amenity and character of the existing area.</p> <p>15. Why is the developer able to pay cash in lieu of public open space because of proximity to Drewan Park? The facilities in Drewan Park are inadequate for their current use and would need to be substantially upgraded to cope with increased use.</p> | <p>Council considers the subject land is well served by existing public open space as it is adjacent to the 2.7 ha Drewan Park. The subdivision proposes a large area of open space, though this is encumbered open space due to the presence of electricity transmission lines and so does not form part of the public open space requirement under Clause 52.01 of the Scheme.</p> <p>Council considers the subject land is well served by existing public open space as it is adjacent to the 2.7 ha Drewan Park. Thus, in accordance with Clause 52.01 of the Scheme, Council is requesting the 10% public open requirement be satisfied by payment of cash-in-lieu equivalent to 10% of the site value of the subject land. See the response to Points 2 and 3 of Submission 4 above.</p> |
| | | | | <p>1. Object to the amendment as the proposal represents a significant departure from the current character of the neighbourhood.</p> <p>2. Small lots proposed will be very unattractive and out of character with the rest of the area.</p> | <p>See the response to Point 3 of Submission 6 above.</p> <p>Development on the proposed lots will be subject to the same ResCode provisions (in Clauses 54 and 55 of the Scheme) as all other land in the General Residential Zone Schedule 1 in the wider surrounding area. The proposed zoning and lot sizes are consistent with the character of the wider surrounding area. The eleven proposed lots directly fronting</p> |

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| | | | | <p>3. Current lots on Cityview Drive are approximately 4000 m² and have covenants to prevent higher density development. When submitters purchased land in 1995, were advised that the covenants were to protect the semi-rural nature of the subdivision and protect the hill from overdevelopment. The proposed subdivision is the overdevelopment that submitters were told would never happen and that covenants were put in place to prevent.</p> <p>4. Concerned that Cityview Drive will be main thoroughfare for the traffic generated by the subdivision, leading to traffic problems at the intersection of Cityview Drive and Barrabool Road.</p> <p>5. Internet connection in the area is slow and unreliable. Telstra has advised that the exchange is already overcrowded and has been for many years and there is no timeframe to address the problem. The problem would be exacerbated by the number of proposed new dwellings.</p> | <p>Cityview Drive range from 646 m² to 1160 m² and have an average size of 831 m²; two others abutting Cityview Drive are over 1000 m². This lot layout achieves some transition between proposed smaller lots to the west and those on the eastern side of Cityview Drive.</p> <p>Restrictive covenants applying to the submitters' land and adjacent/hearby lots west of Cityview Drive were not applied by Council and do not apply to the Amendment land.</p> <p>See response to Point 12 of Submission 6 above.</p> <p>NBN Co was consulted during pre-application referrals and did not provide any comment on the proposal. Condition 4 of the exhibited draft Planning Permit requires landowners to enter into agreements with appropriate bodies for the provision of telecommunications services and fibre ready telecommunications facilities to</p> |

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| 8 | Salajan, Bernie and Anna | Cityview Drive, WANDANA HEIGHTS | Objection | <p>6. If development is to go ahead on the subject land, it should be under Low Density Residential Zone Schedule 2, with a 0.2 ha minimum lot size, in keeping with current neighbourhood character.</p> <p>1. Proposed lot sizes are an extreme change to neighbourhood character: 500-600 m² lots compared with over 4000 m² east of Cityview Drive.</p> <p>2. Narrow lot frontages will create an unattractive streetscape that will compromise the area's character.</p> | <p>each lot. Any issues with current capacity could be addressed through this process.</p> <p>Council believes there is strategic justification for the proposed rezoning and that no matters raised in submissions on the Amendment warrant pursuing a zoning of Low Density Residential Zone – Schedule 2 instead.</p> <p>See the responses to Point 3 of Submission 6 and Point 2 of Submission 7 above.</p> |
| | | | | <p>3. Proposed subdivision will compromise the relaxed lifestyle and standard of living associated with low density residential zoning.</p> <p>4. The Wandana Heights and Highton Hill area currently comprises predominantly family style living with medium to large property sizes.</p> | <p>Proposed lot frontages are generally consistent with those on other land in the General Residential Zone Schedule 1 in the wider surrounding area. See the response to Point 2 of Submission 7 above.</p> <p>The proposed lot layout achieves a transition between proposed smaller lots to the west and those on the eastern side of Cityview Drive by proposing larger lots with wider frontages abutting and close to Cityview Drive.</p> <p>It is unclear how the subdivision would affect the lifestyle and standard of living of the submitters. See the response to Point 3 of Submission 6 above.</p> <p>Provision of a diversity of housing types is consistent with State and Local Planning Policy Framework. The majority of Wandana</p> |

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| | | | | <p>Proposed higher density lot sizes will not be conducive to family style homes and living.</p> <p>5. Development should be consistent with the current neighbourhood character and “sense of space” design overlay.</p> <p>6. Recommend a minimum lot size of 2000 m² to ensure neighbourhood character and streetscape are not compromised.</p> <p>7. The proposed subdivision should include reasonable allowance for open space areas.</p> | <p>Heights and Highton west of Scenic Road is already within the General Residential Zone – Schedule 1, proposed by this Amendment.</p> <p>See response to Point 2 of Submission 7 above.</p> <p>It is not clear what is meant by “sense of space” design overlay. Schedule 8 to the Design and Development Overlay, applying to the submitters’ land, seeks to minimise the impact of buildings and works on the views from the Brownhill Lookout. This overlay is not relevant to this Amendment as development on the subject land will not impact on views from the lookout.</p> <p>Schedule 14 to the Design and Development Overlay applies to most surrounding land but not the submitters’ land. It seeks to achieve reasonable sharing of views between properties to significant landscape features. It has not been applied to the Amendment land and would not achieve a “sense of space”.</p> <p>A minimum lot size of 2000 m² would equate to the Low Density Residential Zone – Schedule 2, as with land east of Cityview Drive. See the response to Point 6 of Submission 7 above.</p> <p>See the response to Point 14 of Submission 6 above.</p> |

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| 9 | Salajan, Nigel and Amanda | Cityview Drive, WANDANA HEIGHTS | Objection | <p>8. Believe that the traffic and transport assessment is not conclusive.</p> <p>9. Cityview Drive is used by many pedestrians and cyclists, whose safety will be compromised by the increase in traffic. Cityview Drive must be upgraded with road shoulders, footpaths or bicycle lanes.</p> <p>10. Barrabool Road/Cityview Drive intersection is difficult to navigate at peak traffic times. Increased traffic from the subdivision will create a road safety issue and increase delays entering Barrabool Road. The intersection must be upgraded to allow for increased traffic flow.</p> | <p>See the response to Point 8 of Submission 9 below.</p> <p>See the response to Point 1 of Submission 3 above.</p> <p>See response to Point 12 of Submission 6 above.</p> |
| | | | | <p>1. Proposed lot sizes are an extreme change to neighbourhood character: 500-600 m² lots compared with over 4000 m² east of Cityview Drive.</p> <p>2. Lot frontages are narrower than the adjacent area. Given the undulating nature of the land, narrow lot frontages will create an unattractive streetscape that will compromise the area's character.</p> <p>3. Proposed subdivision will compromise the relaxed lifestyle and standard of living associated with low density residential zoning.</p> <p>4. The Wandana Heights and Highton Hill area currently comprises predominantly family style living with medium to large property sizes.</p> | <p>See the responses to Point 3 of Submission 6 and Point 2 of Submission 7 above.</p> <p>See the response to Point 2 of Submission 8 above.</p> <p>See the response to Point 3 of Submission 8 above.</p> <p>See the response to Point 4 of Submission 8 above.</p> |

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| | | | | <p>Proposed higher density lot sizes will not be conducive to family style homes and living.</p> <p>5. Development should be consistent with the current neighbourhood character and “sense of space” design overlay.</p> <p>6. Recommend a minimum lot size of 2000 m² to ensure neighbourhood character and streetscape are not compromised.</p> <p>7. The proposed subdivision should include reasonable allowance for open space areas.</p> <p>8. Believe that the traffic and transport assessment is not conclusive. The report refers to traffic generation in Werribee, which is not applicable to this location or the proposed subdivision.</p> <p>9. Cityview Drive is used by many pedestrians and cyclists, whose safety will be compromised by the increase in traffic. Cityview Drive must be upgraded with road shoulders, footpaths or bicycle lanes.</p> | <p>See the response to Point 5 of Submission 8 above.</p> <p>See the response to Point 6 of Submission 8 above.</p> <p>See the response to Point 14 of Submission 6 above.</p> <p>The Traffic and Transport Assessment used the Westleigh Gardens Estate in Werribee as a broadly equivalent subdivision for the purpose of estimating traffic generation rates for the proposed subdivision. Council considers it a broadly equivalent subdivision, in distance from shops and schools, and levels of public transport and car dependence. Using an equivalent subdivision in another area to estimate traffic generation rates is common practice in such traffic assessments, although the report could have more clearly explained this process.</p> <p>See the response to Point 1 of Submission 3 above.</p> |

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| 10 | Verdolini, Joanne and Chard | Dryden Way, HIGHTON | Objection | <p>10. Barrabool Road/Cityview Drive intersection is difficult to navigate at peak traffic times. Increased traffic from the subdivision will create a road safety issue and increase delays entering Barrabool Road. The intersection must be upgraded to allow for increased traffic flow.</p> <p>11. Due to increased traffic there will be a significant increase in noise levels. The Amendment has not provided any noise management report or mitigation plan.</p> | <p>See response to Point 12 of Submission 6 above.</p> <p>The development that the Amendment and Planning Permit would facilitate would not generate traffic volumes that would warrant a noise management plan. Noise management plans may be required for freeways, highways or other arterial roads with high traffic volumes.</p> |
| | | | | <ol style="list-style-type: none"> 1. Purchased land on the basis of uninterrupted views at back of property. 2. Will devalue submitters' property. 3. Increased traffic congestion. 4. Construction of homes will disturb the environment. | <p>While the immediate view of currently rural land will be impacted, views to the rural land west of the Geelong Ring Road will not be affected.</p> <p>The impact, if any, of the amendment and planning permit on property values is uncertain, but this is not a relevant planning consideration.</p> <p>The additional traffic generated by the proposed subdivision will have minimal proportional impact on traffic levels on Barrabool Road.</p> <p>The majority of the site is cleared farmland. Condition 55 of the exhibited draft Planning Permit requires a biodiversity offset for the removal of 1.372 ha of native vegetation.</p> |

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| 11 | Willder, David and Lee | Cityview Drive, WANDANA HEIGHTS | Objection | <p>1. The Surface Water Management Strategy describes the southeast water flow as sheet runoff (page 12) but then supports the concept of the south-east major basin on the basis that any runoff will conveniently run on the borders of submitters' property (page 6). Doubt that what has always been sheet flow over the hill will conveniently be confined to property boundaries.</p> <p>2. The strategy indicates that it is expected that fences and gardens will impede any overflow (page 7). The current star picket and wire fencing will not stop the flow of any runoff. As stated on page 13, there are only small flow paths, hence sheet drainage.</p> <p>3. A major basin on the south-eastern side anticipates that sheet flow will translate into directional property boundary flow to the current stormwater asset in Cityview Drive (page 11). Page 12 states it is difficult to provide for peak flows. Believe that what the author determines to be a directional flow path is incorrect and the picture shown on page 17 is not drainage silt, but leaves from the deciduous trees in the immediate area.</p> | <p>Page 6 and Figure 2-5 (on page 12) of the Surface Water Management Strategy (SWMS) are describing existing conditions. For flows greater than the 1% Annual Exceedance Probability flood event, discharge will be into an open drain in the reserve next to the submitters' property, and from there to Kardinia Creek. The discharge will not be directed onto private property.</p> <p>The comment on page 7 of the SWMS is a general statement about existing drainage in the area, noting that developed portions of properties affect flows. It is not suggesting that a star picket and wire fence will intercept or impede flows.</p> <p>Fig 2-4 on page 11 of the SWMS merely shows existing drainage assets around the subject land. Fig 2-5 on page 12 of the SWMS describes existing conditions. The comment on page 13 of the SWMS, describing flood behaviour of the site under existing conditions, notes that "it is difficult to provide peak flows for individual flow paths through this area due to the small sub-catchment areas and very low flows, however a notable flow path exists further downstream near the end of Cityview Drive". The caption to the photo at Fig 13 on page 17 of the WQS refers to "silt and debris". Debris can include tree leaves, whether from the immediate area or further uphill.</p> |

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| | | | | <p>4. There are several occurrences within the datasets (red font) in Tables 3-1, 3-2 and 3-3 where it appears the model does not predict adequate stormwater mitigation will be in place by the proposed design.</p> <p>5. The modelling and report was produced in November 2011. Considering the events and exceptional water flow of the past winter, does the modelling stand up to climate change? Page 20 indicates that minor basins are expected to fill every two years; believe this would be different.</p> <p>6. Page 24 indicates the results will be an increase in the flow of water along the flow path. Sheet flow is again now remarkably changed to directional flow on the property boundary?</p> | <p>The numbers in red font on Tables 3-1, 3-2 and 3-3 of the SWMS are the critical flows that the drainage system must be designed to cater for. They do not indicate there will be inadequate stormwater mitigation for these flows.</p> <p>The report is dated November 2015, not November 2011; the modelling was conducted during 2015. The comments on page 20 of the SWMS relate to the western catchment of the subject land, not the southern catchment adjacent to the submitters' property. The comments indicate that minor retarding basins in this catchment are designed to retard the 2-year Annual Recurrence Interval event. The data in Australian Rainfall and Runoff (the design standard) caters for changing rainfall projections due to climate change.</p> <p>The reason for increase in flow at the end of Cityview Drive is that under the developed conditions, the drainage network draining to this point will drain a larger catchment than drains to this point under existing conditions. Under existing conditions, more flows go to the drain next to the Geelong Ring Road. The final drainage network and pipe sizes can be determined during the final design stage. It is recognised that the flows in Cityview Drive will need to be carefully</p> |

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| | | | | <p>7. The south-east basins are designed to fill first and attract the largest body of water (page 32, 33). The developer is placing their own interest first by reducing the effect of stormwater on the new property and putting that risk onto the side of the hill where there is only a minor development proposal and onto the existing homes. Concerned why the Council would allow the transfer of risk onto existing property owners to allow developers a cheap infrastructure option.</p> <p>8. Page 37 indicates that the major south-eastern basin will discharge into open drains between private properties. Believe that developers and Council do not have the ability to impose the overflow problems of new developments on existing developed properties.</p> | <p>managed.</p> <p>The western catchment has greater peak flows than the south-eastern catchment, both under current undeveloped conditions and after development. The western major retarding basin is designed to retard a larger body of water than the south-east major retarding basin. The minor basins will fill first and will not transmit water to the larger basin unless the rain event is larger than the 2-year Average Recurrence Interval.</p> <p>The drainage system proposed is not unconventional, unsafe, inferior or cheap. The development will be subject to the same drainage standards as all other recent developments in the City. There is a very low risk of retarding basin failure. The City of Greater Geelong has over 100 retarding basins and has not had a failure causing private property damage. The basin will be an asset owned and managed by Council.</p> <p>Page 37 of the SWMS indicates that the major basin will discharge into an open channel or pipe which flows to the south-east in a "drainage easement located between private property and the Geelong Ring Road" – it does not indicate that it will discharge into open drains between private properties. Discharge will be into an open drain or pipe on a Council Reserve adjacent to the submitters' property, and from there to</p> |

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| | | | | <p>9. Believe the statement that it has been demonstrated that flows can be mitigated (page 38) is incorrect as there will be significant overflow through submitters' property.</p> <p>10. With the increase of flood water and intentional overflow, insurance will be unavailable or at very least significantly increased in cost. Will Council be responsible for this?</p> | <p>Kardinia Creek. The discharge will not be directed onto private property.</p> <p>The statement on page 38 of the SWMS is: "It has been demonstrated that peak flows under mitigated conditions are either the same or lower than under existing conditions at all key retarding basins for the 100 year ARI events". This statement, in the Conclusions section of the document, is among the results of an analysis of the impact of the development site flows on downstream flood risk using the broader Highton ROBB model. This is addressed in more detail in Section 4 of the SWMS. As shown on Fig 4-1, the four key retarding basins analysed are well outside the subject land and the submitters' property. The issue of the impact of flows on the submitters' property is addressed in the response to above points of this submission.</p> <p>Council would anticipate that the retarding basin will have minimal or no impact on insurance. There is negligible risk of failure of the retarding basin. Overflow is being directed into a Council reserve, not private property. The retarding basin is likely to actually reduce water flows onto the submitters' property.</p> <p>Council has met with the submitters to discuss their concerns. The applicant has been asked to provide information more clearly explaining the operation of the</p> |

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| | | | | <p>11. The report makes no reference to the basin construction method and visual impact.</p> | <p>proposed retarding basins, for the submitter and so that the submitter can provide it to their insurer.</p> <p>A high level report of the nature of the SWMS does not refer to basin construction methods or standards. Australian Standards apply. With respect to visual impact, while the constructed embankment for the retarding basin may be up to 4 m high from base to crest, the batters would be grassed and/or vegetated. The view to the north from the submitters' dwelling is substantially screened by vegetation on the submitters' property.</p> |
| | | | | <p>12. The report makes no reference to the seepage of groundwater from the south-eastern basin.</p> | <p>The risk of seepage through the constructed basin wall is very low. Seepage through constructed basin walls occurs when water finds a line of weakness through part of the basin wall. The risk of seepage occurring increases with the pressure (depth) of the water and the permeability of the materials in the wall. The risk of seepage is very low because:</p> <ul style="list-style-type: none"> (a) the depth of water is low (less than 1.0m); (b) the local material is silty clay with low permeability (as per the Environmental Site Assessment); and (c) the earthworks are expected to be done by appropriate contractors supervised by experienced Council inspectors – each well acquainted with this type of work. <p>With the nearest basin being a dry basin, the</p> |

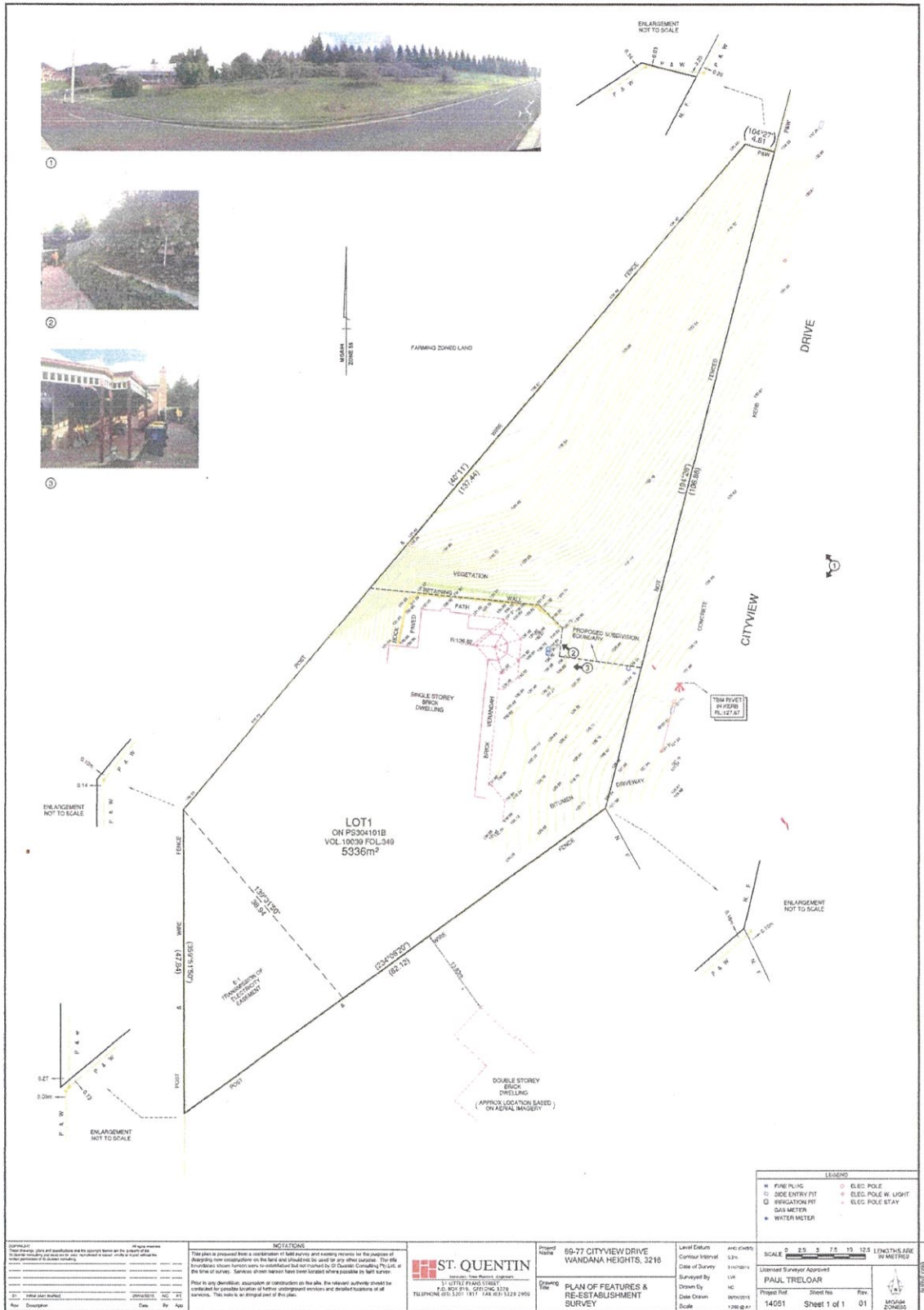
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| | | | | <p>13. The report makes no reference to the soil report.</p> | <p>wetlands are located further away from the submitter's dwelling (over 90 m), so in the remote possibility of any seepage from the basins, such seepage would be unlikely to be problematic.</p> <p>It is presumed that the "soil report" referred to is the Environmental Site Assessment (ESA). The ESA makes only brief reference to soils and groundwater. It states that soil samples collected appeared to be generally either silty topsoil or natural silty clay. It states that groundwater beneath the majority of the site is likely to be 20-50 m below ground level and that groundwater flow is expected to be the north and north-east. It is not considered that the SWMS needed to cross-refer to the ESA.</p> |
| | | | | <p>14. There is no consideration given to increased mosquitoes and smells that arise from open stagnant water in the south-eastern basin. Will Council tend to this?</p> | <p>The major retarding basin will not have standing water. The wetlands (minor retarding basins), which are further from the submitters' property, are designed to have moving water most of the time. Council operates a mosquito control program. Council is not aware of any evidence of odour issues with its retarding basins elsewhere.</p> |
| | | | | <p>15. What security measures will be in place to prevent congregation of potential undesirable persons, noise disturbance and trespass?</p> | <p>Casual surveillance of the open space/drainage area abutting the submitters' land would occur due to the likely orientation of dwellings. Contemporary practice is to require permeable fencing between a reserve and residential lots to achieve passive</p> |

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| | | | | | <p>surveillance and this is reflected in Condition 26 h) of the exhibited draft Planning Permit. At a meeting with Council to discuss their concerns, the submitters indicated a preference for a solid fence at the rear of their property. This is under consideration and may be warranted given the orientation of the submitters' dwelling and presence of screening vegetation between that dwelling and the rear boundary of their property.</p> <p>The retarding basin will be an asset owned and managed by Council.</p> <p>The issues of safety and visual impact are addressed above. The impact, if any, of the amendment, planning permit and proposed drainage basins on property values is uncertain, but this is not a relevant planning consideration.</p> <p>See the responses to points 1 and 2 of Submission 3 above.</p> <p>See the response to point 8 of Submission 9 above.</p> <p>It is believed that the fire referred to was on land west of the Geelong Ring Road. Council's Emergency Management and Fire</p> |
| | | | | <p>16. When the developers have taken their funds, who is responsible for the upkeep and for all adverse effect that may happen to submitters' private property?</p> <p>17. Having a dam directly above submitters' property will depreciate property value.</p> <p>18. It is obvious that Cityview Drive will not manage the increased traffic flow.</p> <p>19. Using a study of traffic movement in the Werribee area and applying its findings to Wandana Heights is poor and lazy.</p> <p>20. It is well documented that in a recent major fire in the area, the emergency exit was very poor and dangerous.</p> | |

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| | | | | <p>21. Developers of land north of Barrabool Road have addressed sewerage and stormwater in a conventional, safe, non-intrusive manner. Why is this developer allowed to use a cheap, unconventional, inferior water management option that clearly disadvantages existing homeowners? The south-eastern basin severely disadvantages submitters' land visually, physically and financially.</p> <p>22. Has this unconventional method been at the behest of Council?</p> <p>23. Developments should be well thought out and safe for existing owners. Trust Council to respect and represent landowners objectively and ethically.</p> | <p>Prevention Unit advises the subject land and adjacent area has adequate emergency access/egress, noting there are two escape routes. The Geelong Ring Road forms a significant fire break for any grass fires from the west. Residential development of the subject land will also reduce bush fire hazard.</p> <p>The drainage system and proposed is not unconventional, unsafe, inferior or cheap. It comprises retarding basins, wetlands, pipes and pits. The development will be subject to the same drainage standards as all other recent developments in the City. With respect to insure and visual impact, see the response to Points 10 and 11 of this submission above.</p> <p>The drainage system method proposed is not unconventional. Council provided required parameters for the drainage system – notably that there is to be no increase pre-development peak flows so as to not exacerbate flooding issues in the Kardinia Creek catchment downstream. The proponents and their consultants then designed the proposed drainage system.</p> <p>The proposal and all submissions have been considered objectively and ethically.</p> |

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| | | | | <p>24. Request Council to provide more timely notification regarding matters of critical importance to submitters' living amenity. The reports are dated late 2015 but have only been exhibited recently.</p> <p>25. Request Council to outline what other potential impacts development may have on amenity of existing residents (i.e. noise, odour, vibration, traffic, security) and how Council intends to review and control such impacts and consult with local residents.</p> | <p>Council does not seek authorisation to exhibit an amendment until the proposal is thoroughly assessed, all matters are adequately resolved and all amendment documents and supporting documents are ready for exhibition. As some originally submitted supporting documents may require changes while others do not, it is common and accepted practice for amendments to be exhibited with a suite of documents with different dates. For this Amendment, the date of supporting documents ranged from December 2014 to August 2016.</p> <p>Council considered the amendment and planning permit application against all relevant provisions of the Greater Geelong Planning Scheme, and addressed some of these issues in the exhibited Planning Permit. Beyond this, Council considers only specific amenity issues raised in submissions. Noise, odour, traffic issues and security are addressed in the response to points in this and other submissions.</p> |

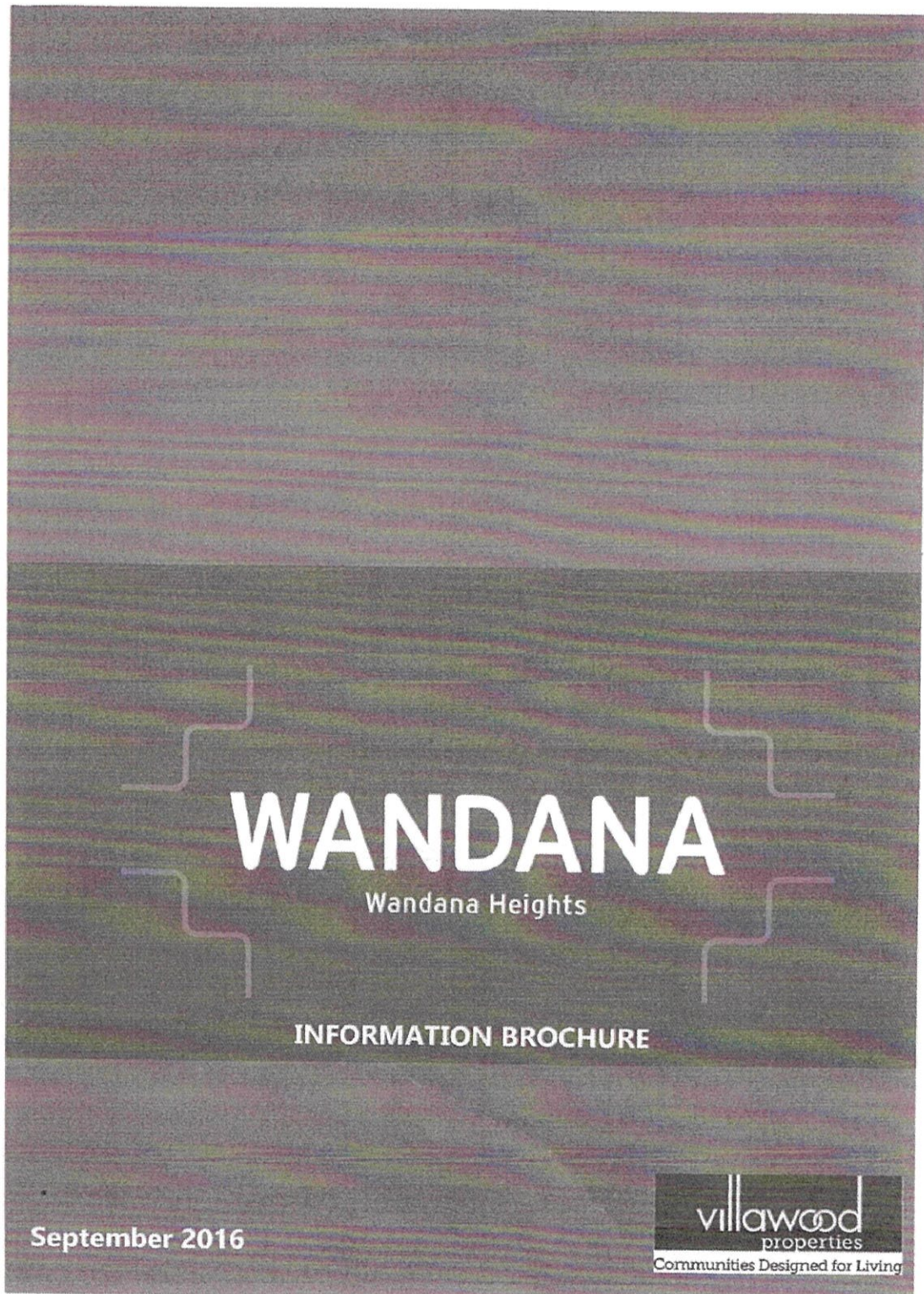
Appendix 6 – Proposed subdivision of 69-77 Cityview Drive (Submission 5)



Appendix 7 – Revised plan of subdivision (Submission 6)



Appendix 8 – Villawood information brochure (Submission 5)





Your opportunity awaits...

Introducing **WANDANA**

at Wandana Heights

Villawood Properties is proud to introduce the new number one address in the Geelong region – WANDANA.

The WANDANA site boasts commanding views from Corio Bay to Torquay, amazing accessibility to local amenities and unbeatable proximity to Geelong, Melbourne and the Surf Coast.

This is a unique opportunity for your family to upgrade and build an architectural dream home on a comfortable home site in the vibrant WANDANA community.





The Villawood Difference

The Villawood Properties brand is synonymous with the Geelong region. Villawood currently has several active housing development projects across the region including ARMSTRONG at Mt Duneed, 18th Fairway Villas at Barwon Heads, and the recently sold out Estuary at Leopold.

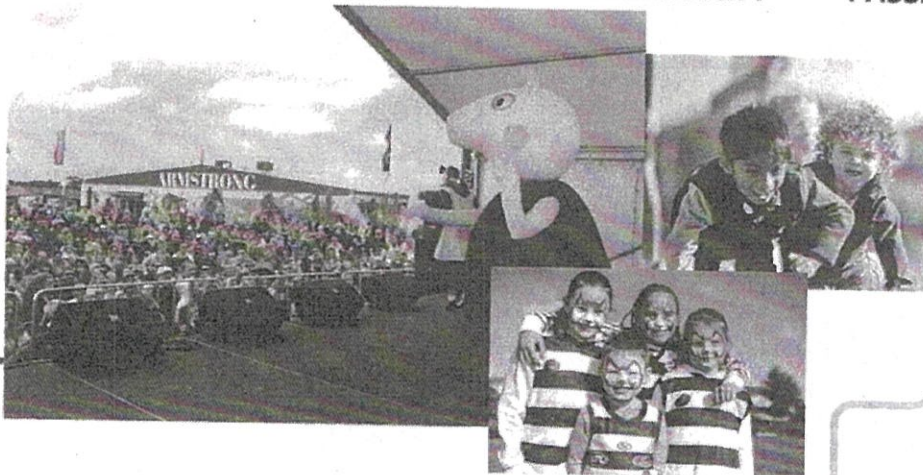
Villawood Properties has grown to become one of Australia's leading residential land developers with a proven track record in delivering innovative, community-focused developments.

From modest beginnings developing small subdivisions in Bendigo, today Villawood Properties predominately concentrates on large-scale master planned communities, which incorporate a combination of mixed-use town centres, residents' clubs, educational facilities, large display villages and the creation of high quality parks and open spaces.

Villawood Properties understands there is much more to creating a living, breathing community than simply constructing a housing allotment and as such, is committed to going that extra mile to deliver vibrant communities where residents form strong and lasting relationships.

Executive Director Rory Costelloe, a resident of Geelong for over 12 years, is a passionate advocate for the city and a member of Central Geelong Taskforce. Villawood Properties regularly collaborates with entities such as the Committee for Geelong to both ensure and promote Geelong's future economic prosperity.

INNOVATION - CREATIVITY - COMMUNITY - PASSION





WANDANA Overview

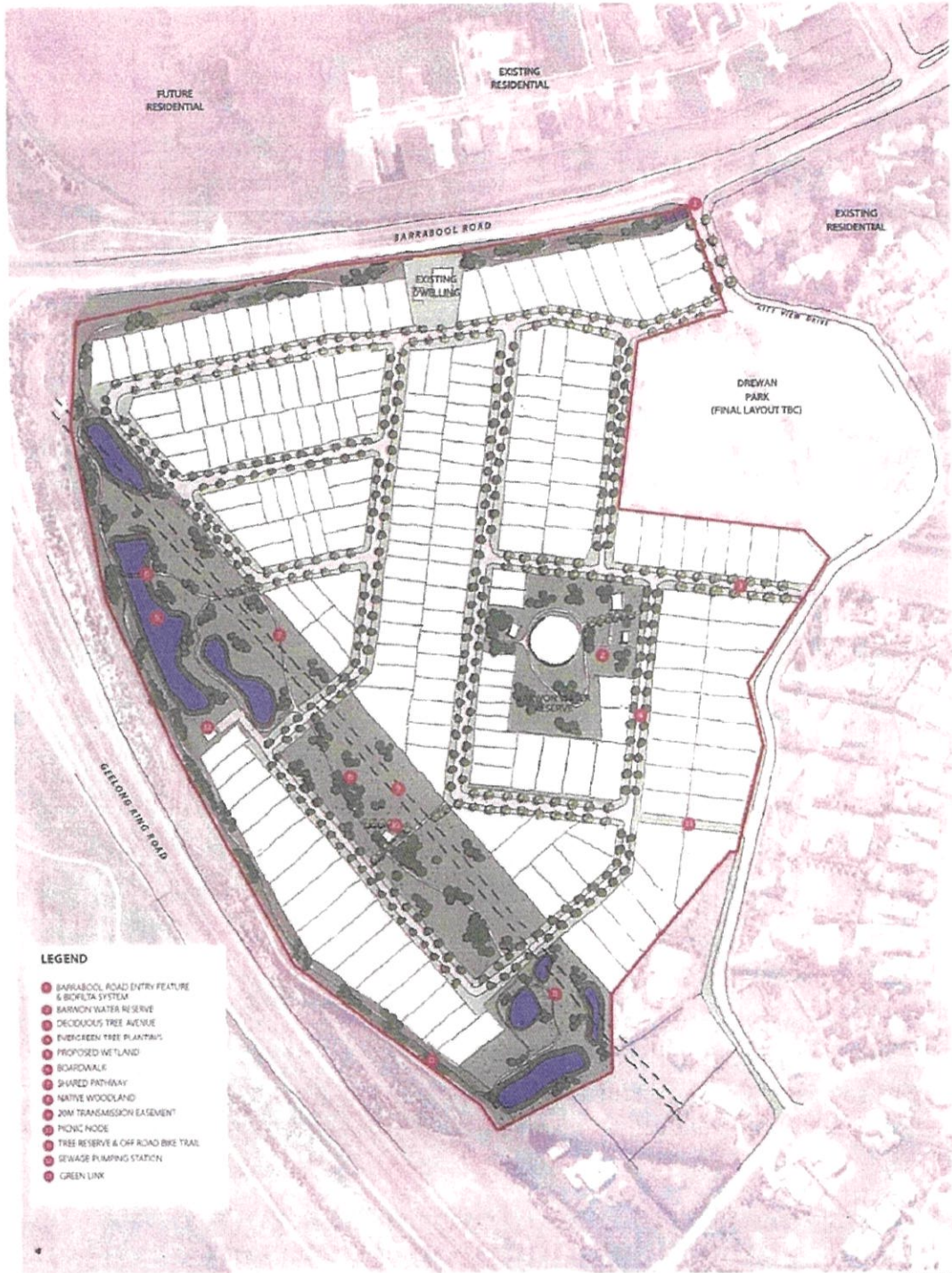
Villawood Properties, in collaboration with existing land owners have identified the WANDANA site as a great infill development site with fantastic proximity to local amenities and infrastructure. WANDANA will also cater for Geelong's increasing population and maintain Villawood's commitment of growing the Geelong economy.

The WANDANA development will fill the gap in Wandana Heights up to the ring road, and can be seen as a natural extension of Geelong. WANDANA is expected to commence mid-2017 and will feature approximately 190 lots. Land sizes will range from 450m² to 1267m².

The number one focus of the project is on ensuring the landscape and amenities are of the highest quality standard to provide the perfect community setting. This will mean a range of improvements to the current landscape which will benefit the wider neighbourhood. Such improvements will include:

- Four new parks, including a park around the existing Barwon Water water tower
- A series of wetlands throughout the estate with proposed walking and bike paths and boardwalk through the wetlands
- Improvements to City View Drive and Barrabool Road intersection





- LEGEND**
- BARRABOOL ROAD ENTRY FEATURE & BIOFILTER SYSTEM
 - BARRABOOL WATER RESERVE
 - DECIDUOUS TREE AVENUE
 - PINE/GREEN TREE PLANTINGS
 - PROPOSED WETLAND
 - BOARDWALK
 - SHARED PATHWAY
 - NATIVE WOODLAND
 - 20M TRANSMISSION EASEMENT
 - PICNIC NODE
 - TREE RESERVE & OFF ROAD BIKE TRAIL
 - SEWAGE PUMPING STATION
 - GREEN LINK



Illustrative Landscape Masterplan
 Barrabool Road, Wandana Heights
 PROJ: 2015/01 (D15/02/25-00 D001) REF: 05 D001N MAN DWD CC DATE: 12/09/2016 **Tract**



Next steps

To ensure you keep up to date with the WANDANA planning process please feel free to email the below email address.

Villawood Properties will continue to communicate with you on a regular basis to ensure we can manage and mitigate any concerns you may have moving forward.

Furthermore, we would be happy to meet with you and discuss the proposal further.



villawood@villawoodproperties.com