

Amendments C369 to the Greater Geelong
Planning Scheme

**Part A Submission on behalf of Roads
Corporation**

19 July 2017

Ref: MB:GM 630503

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1. Introduction

- 1.1 The Roads Corporation (**VicRoads**) is the Planning Authority for Amendment C369 (**Amendment C369**) to the Greater Geelong Planning Scheme (**Scheme**).
- 1.2 Amendment C369 applies to a corridor of approximately 5.9km between Jetty Road and Whitcombes Road in Drysdale. The purpose of Amendment is to facilitate the development of an arterial road around the township of Drysdale, known as the Drysdale bypass (**Bypass** or **Project**).
- 1.3 Specifically, the Amendment seeks to:
- a) amend the existing Public Acquisition Overlay schedule 3 (**PAO3**) to reserve additional land for the purpose of the Bypass;
 - b) amend clause 52.03 and clause 82.01 of the Scheme to introduce a new incorporated document titled '*Drysdale Bypass - April 2017*' (**Incorporated Document**) which will exempt the Bypass from the normal planning permit requirements within the land reserved for the Bypass;
 - c) amend clause 21.14-2 of the Scheme to include additional strategy under the heading 'Drysdale / Clifton Springs'; and
 - d) amend clause 52.17 of the Scheme to include reference to the Bypass.
- 1.4 Amendment C369 reflects the proposed alignment corridor for the Bypass and is based on a concept design which has been prepared by VicRoads in its capacity as the project proponent (**Proponent**).
- 1.5 It is envisaged that further detailed design will need to occur. The Incorporated Document contains a number of requirements which will guide the detailed design phase. The Incorporated Document identifies a number of mitigation measures that will need to be adopted in response to submissions received and policy requirements in the Scheme.

2. Directions of the Panel

- 2.1 The Panel has directed VicRoads to address the following matters in this Part A submission:
- Identification of the issues raised in submissions and its response to each
 - A record of all changes to the Amendment documentation proposed as a result of discussions with submitters on the issues raised in submissions

- An overview of the background to the project, and the strategic assessment of the proposed amendment.

2.2 The Panel has also directed VicRoads to address the following matters in the Part B submission.

- Provide an overview of the traffic modelling that has been used to guide the Project
- Provide information regarding the bicycle network in the area and how the Project fits in with the network plan
- Advise whether any plans been developed for landscape enhancement, not just landscape impact mitigation
- The Panel notes that site visits for the flora assessment were not undertaken at the optimal time of year. VicRoads is requested to address how has this been addressed
- Advise what fauna assessments have been undertaken and what were the outcomes of these
- Address how will the Project will manage the potential impact at Basin Reserve and significant vegetation along road reserves/land covered by VPO1.
- Address how the Project responds to the VicRoads Environmental Policy 2005 and Sustainability and Climate Change Policy 2011

These matters are partly addressed in the expert evidence being circulated with this Part A submission and will be further addressed in the Part B submission and at the hearing.

3. Background to the project and strategic assessment

Historical reservation

- 3.1 In 1983 the planning scheme was amended to introduce the PAO3 for the Bypass which still exists in the Scheme.



- 3.2 Since the PAO3 was first applied, road design standards have changes and hence the corridor required for the Bypass has been adjusted over time.
- 3.3 In response to increased demand and predicted growth along the Bellarine Peninsula, increased traffic congestion in Drysdale, delays and a high occurrence of motor vehicle accidents the Victorian Government committed funding for the construction of the Bypass Project.
- 3.4 The Proponent has revisited the Project and undertaken modelling and further engineering assessment to confirm the preferred corridor and alignment for the Bypass.
- 3.5 Amendment C369 reflects the proposed alignment and is expected to divert approximately 50% of traffic away from the Geelong-Portarlington Road and High Street within the township of Drysdale, which would reduce traffic congestion, improve safety and amenity and reduce the number of heavy vehicles in Drysdale.

Transport Integration Act

- 3.6 The *Transport Integration Act 2010 (TIA)* provides the integrated framework for integrated and sustainable transport policy and operations. VicRoads as the planning authority must have regard to the eight decision making principles in the TIA when making decisions.

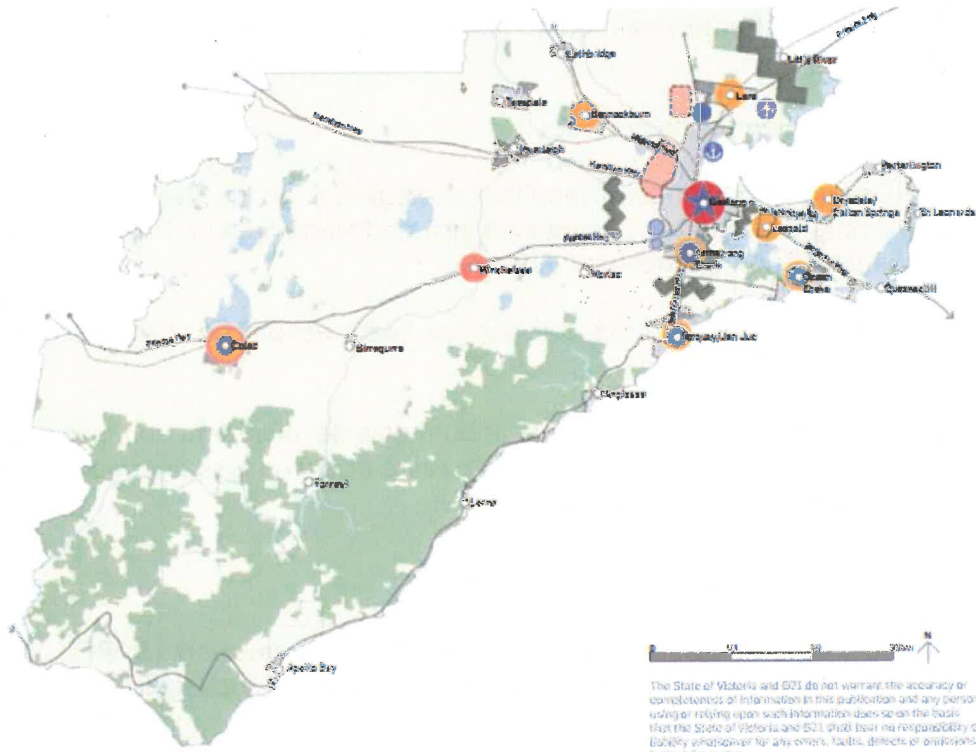
- 3.7 It is within this framework that the planning authority has prepared Amendment C369.

Strategic significance of the corridor

- 3.8 The Geelong-Portarlington Road is a strategic link on the Bellarine Peninsula, connecting Geelong to key locations included Portarlington, Indented Heads, St Leonards, Clifton Springs and Drysdale.
- 3.9 The key strategic role of this corridor has been recognised in state and local policies.
- 3.10 These townships are growing due to both new development and increased permanent occupancy as more people retire or spend less time working based in Melbourne and other centres.

G21 Regional Growth Plan

- 3.11 Clause 11.06- 11.13 in the State Planning Policy Framework (**SPPF**) recognised the objectives and strategies contained in Victoria's Regional Growth Plans.
- 3.12 G21 Regional Growth Plan (**Growth Plan**) covers the City of Greater Geelong (**COGG**), Colac Otway Shire, Surf Coast Shire, Borough of Queenscliffe and the southern portion of Golden Plains Shire.
- 3.13 The Growth Plan includes maps which clearly identifies the following features:
- Support planned growth and reinforce the role of Drysdale / Clifton Springs and growth areas between Portarlington and Geelong;
 - a port at Portarlington that connects to Melbourne CBD;
 - an efficient and equitable public transport, road and freight network that leverages off existing infrastructure (see Figure 1 and Figure 2, below);

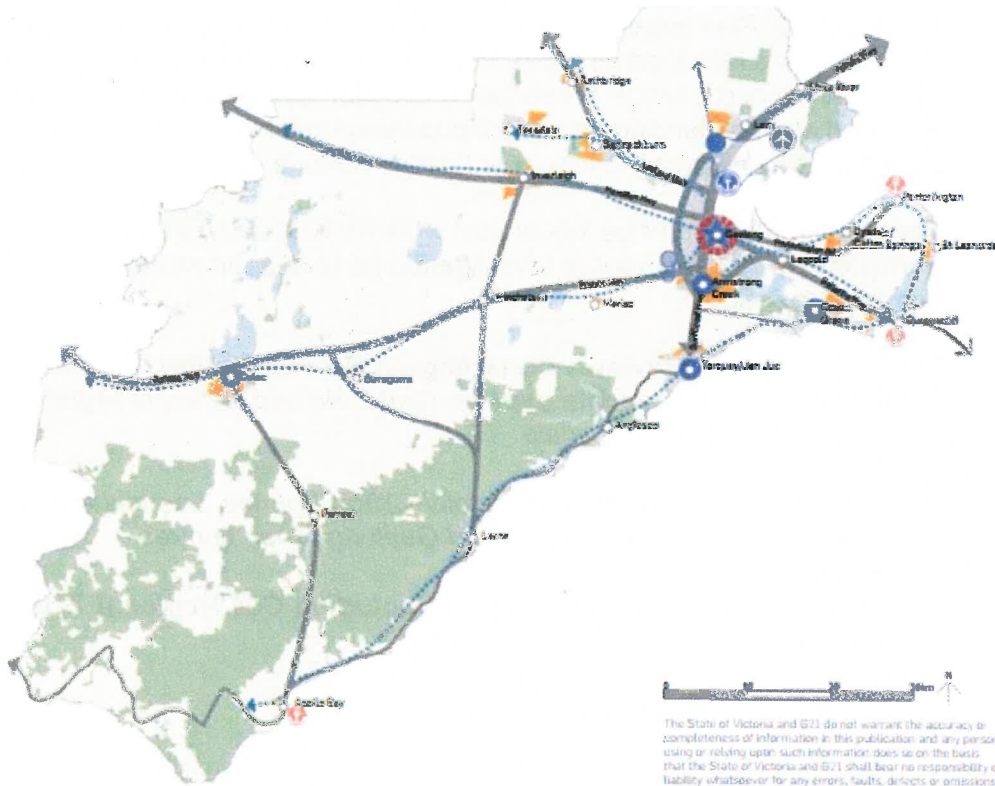


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- ★ **Reinforcing the role of Central Geelong as a regional city and Victoria's second largest city**
 Major infill is proposed to support the revitalisation and strengthening of central Geelong.
- **Supporting the growth of Geelong with a focus on infill housing opportunities**
 A focus on infill housing opportunities at targeted activity centres and Key Development Areas as identified in the Greater Geelong Planning Scheme.
- **Supporting planned growth and reinforcing the role of district towns**
 Encourage growth of district towns or centres consistent with existing Structure Plans/Growth Plans. With Armstrong Creek, this will accommodate a further 125,000 people over the next 20 – 30 years. Development of underutilised sites and urban infill is actively recommended within these settlements to ensure a range of housing choice.
- **Introducing new targeted growth nodes**
 Grow Colac to a town of 20,000 and Winchelsea to a town of 10,000. Further strategic work will need to be undertaken for both towns to identify the most appropriate areas for growth and to identify major incentives to support growth. These areas are not anticipated to be required until at least 2030-2040.
- **Identification of two Further Investigation Areas in Geelong**
 Potential development of these areas, is not likely to be required ahead of identified planned growth. They will require further assessment of suitability and capacity for growth and the monitoring of land supply within the region to determine timing. The Lovely Banks area near Lara potentially has a higher priority, given greater connection to Melbourne and links with proposed national transport logistics employment areas.
- **Strengthening and protecting the identified existing and planned employment areas (shown on map)**
 As well as tourism precincts and district town activity centres (not shown on map).


 Maintain productive agricultural areas consistent with existing Rural Land Use Strategies and includes opportunities for broadacre cropping and livestock, intensive livestock and horticulture, irrigated agriculture, forestry and emerging agricultural activities.
- **Identifying new employment nodes**
 A new Education, Health and Research Hub at Deakin University, the long term potential employment hub at Waurn Ponds South, subject to further investigation, and the expansion of industrial employment areas in Colac and Winchelsea, subject to more detailed planning.
- **Identification of four key settlement breaks**
 Discussion provided in section 4.11.
- **Designation of settlement boundaries for all towns**
 The region's other rural and coastal settlements will continue to experience modest growth and play an important tourism and agricultural role to surrounding areas. Growth will be limited to identified structure plan settlement boundaries.
- **Maintain and enhance natural assets**
 Protect and build on our natural assets by maximising key opportunities to link and rehabilitate ecosystems and enable sustainable and planned productive uses. Sustain the health of our natural assets by considering future challenges in the management, planning and development of these assets.


Figure 1 - Growth Plan Map





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An efficient and equitable public transport, road and freight network leveraged off existing infrastructure
As the region grows, pedestrian, cycling, public transport, freight and car transport options are needed to match growth. Medium-term growth is supported by initiatives already implemented or committed such as Regional Rail Link and the duplication of the Princes Highway to Colac. Further investigations are needed to identify transport infrastructure and service solutions.
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Strengthening Central Geelong
Continue to develop Central Geelong as a major regional city and Victoria's second city by supporting growth in the education, health and services sector, increasing the number of people living in the city and delivering key outcomes such as the convention centre, Yarra Street Plan, Cultural Precinct and Vision II initiatives.
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Building on the region's capability in education, knowledge and research
Support the growth of Deakin University, The Gordon, Berwick Health and other major education and health service providers and research organisations such as CSIRO.
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Maintaining and improving natural infrastructure
To build landscape resilience and the environmental condition of the region's parks and reserves.
Efficient and cost effective roll out of water infrastructure and services (not shown on map)
Use of recycled water for irrigation and intensive agriculture will strengthen agribusiness in the region. This, as well as increased use of other alternative water sources, such as rainwater and stormwater, will provide environmental and livability benefits and make our communities more resilient to future uncertainties such as climate change.
Develop and build new renewable energy sources (not shown on map)
Based on the region's strengths in geothermal power and wind energy.
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Providing infrastructure and services for planned growth areas and infill development
Given the number of growth fronts across the region, a sequencing plan will need to be developed to ensure the most cost effective ways to deliver community and physical infrastructure and services to support planned growth.
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Land and infrastructure for existing, and
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future employment nodes
Needs to be provided across the region to enable people to work within close proximity of home, to promote economic growth and to support the development of agriculture and tourism.
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The rollout of the NBN
Constantly growing new technology over the next 40 years within the region is essential to support the current functions and growth of the education, health and services sector in addition to other businesses and residents.
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Development of a national transport and logistics precinct
Focus on developing the roles of Avalon Airport, Geelong Port and the GREP as key national and regional economic assets, including a potential intermodal facility along with efficient connections between them.

Figure 2 - Growth Plan Map

- 3.14 In the Growth Plan larger towns of Drysdale/Clifton Springs on the Bellarine Peninsula¹ are identified as areas which provide significant housing opportunities and a range of services to smaller coastal towns. These areas are identified as experiencing significant population peaks and pressure on infrastructure and communities over holiday periods.
- 3.15 The Growth Plan identifies key project work for Drysdale/Clifton Springs² for transport network and service investigation (ie to support strategic planning priorities) to include:
- **Road upgrades review - Portarlington Rd duplication (Drysdale – Portarlington), Drysdale bypass, Grubb Rd and Bellarine Highway duplication to Point Lonsdale**
 - *Bus services review within Drysdale/ Clifton Springs, Leopold and Ocean Grove and to adjacent centres and Geelong urban centres*
 - **Pedestrian and cycling networks, including G21 Regional Trails Network**
 - *Road hierarchy planning*

[Emphasis added]

State Planning Policy Framework

- 3.16 Clause 11.09-1 of the Scheme specifically seeks '*To optimise infrastructure and consolidate growth.*'

- 3.17 One of the strategies is to:

Support the growth of Bannockburn, Colac, Drysdale/Clifton Springs, Lara, Leopold, Ocean Grove and Torquay/Jan Juc as district towns by building on existing and planned infrastructure and focussing growth along key road and rail networks.

- 3.18 Clause 21.14 describes the key issues and influences affecting the Bellarine Peninsula:

The Bellarine Peninsula comprises a series of contained townships separated by rural and coastal areas.

The rural and coastal areas on the Bellarine Peninsula form an important non-urban break between settlements. They are highly valued for their scenic attributes, tourism function, environmental function and lifestyle appeal.

¹ Page 9 Growth Plan

² Page 50 Growth Plan

The Bellarine Peninsula is one of the fastest growing areas in the City of Greater Geelong.

Population growth on the Bellarine Peninsula is being driven by the attractiveness of the peninsula as a relaxed lifestyle destination within close proximity to urban Geelong.

Appropriately managing urban growth on the Bellarine Peninsula will be critical to retaining the peninsula's identity and attributes.

[Emphasis added]

3.19 The objectives at clause 21.14-2 for the Bellarine Peninsula:

To protect and enhance the rural and coastal environment on the Bellarine Peninsula and maintain non-urban breaks between settlements.

To facilitate the development of Ocean Grove, Drysdale/Clifton Springs and Leopold as hubs of development and service provision on the Bellarine Peninsula. In all other townships on the Bellarine Peninsula provide retail, commercial and community uses and facilities that serve the daily needs of the community and encourage street based activity.

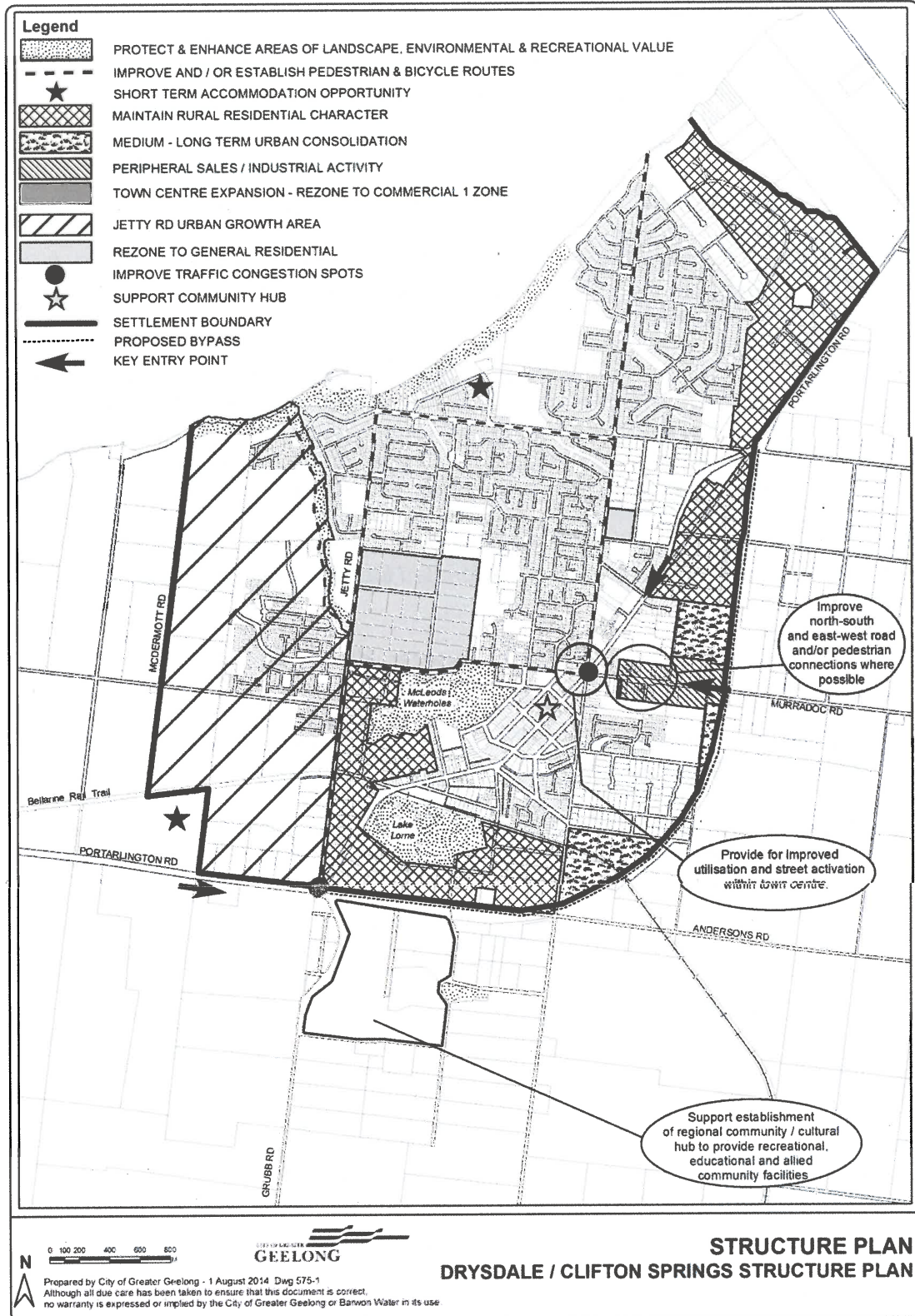
To provide for sustainable industrial, commercial, retail, agricultural and tourism development in designated locations, to service the wider Bellarine community.

To preserve the individual character, identity and role of each Bellarine township.

3.20 Clause 21.14 contains structure plans that have been prepared for each of the townships, including around Drysdale.

3.21 The structure plan for Drysdale/Clifton Springs is shown below. It is apparent that route of the future Bypass is shown. It is adopted as the eastern and southern boundary of the urban area.

3.22 This is particularly evident from the designation of sites for future urban development ('urban consolidation') located west of the Bypass with the Bypass as the eastern boundary of those areas. No areas are designated for future growth east or south of the Bypass.



- 3.23 Of significance is the location of the educational and sporting hub ('regional community/cultural hub') to the south of the Bypass. Given the location of three schools, community facilities and the major sports facility, currently under development, all outside the designated urban area, south of the Bypass, connectivity to this precinct becomes very important.
- 3.24 The strategic assessment of the amendment is provided in the Explanatory Report (available on line).
- 3.25 The Structure plan illustrates the growth area's perimeter bicycle and pedestrian network converging on the intersection of Portarlinton and Grubb Roads, and proposes a signalised intersection at this location.

4. Chronology of Events

Authorisation

- 4.1 On 12 April 2017 the Department of Environment, Land, Water and Planning (**DELWP**) notified VicRoads that it was authorised to prepare Amendment C369.
- 4.2 The authorisation was not subject to any conditions.

Exhibition

- 4.3 Amendment C369 was formally exhibited between 4 May 2017 and 5 June 2017 in accordance with the *Planning and Environment Act 1987 (PE Act)* as follows:
- a) Letters sent to prescribed authorities on 1 May 2017;
 - b) Letters sent to prescribed Ministers on 1 May 2017 and the Planning Minister on 18 April 2017;
 - c) Notices placed in The Age, Geelong Advertiser and Herald Sun on 4 May 2017 and the Geelong Independent on 5 May 2017, and the Victorian Government Gazette on 4 May 2017;
 - d) Full Amendment CC369 documentation on DELWP website with links provided on the VicRoads website; and
 - e) Hard copies of Amendment C369 made available in the foyer of the VicRoads South West Regional Project office, VicRoads South West Regional office, the City of Greater Geelong office at 100 Brougham Street, and the Springdale neighbourhood house.
- 4.4 In total, 49 submissions were received including:

- a) five submissions from referral authorities/government agencies that did not object to the proposed amendment; and
- b) eight submissions that supported the proposed amendment; and
- c) 36 submissions which requested changes to the proposed amendment.

Position on submissions

- 4.5 VicRoads, as the planning authority, considered all of the submissions pursuant to s 22 of the PE Act and made a decision in relation to each of the submissions.
- 4.6 VicRoads considered all of the submissions on 3 July 2017. VicRoads formally determined to refer all submissions to the panel on 3 July 2017.
- 4.7 A table was prepared which included a response to each of the submissions is provided at Annexure A.
- 4.8 Those responses are adopted by VicRoads for the purpose of this Part A submission and VicRoads' Part B submission will expand on the issues identified and response to the Panel.

5. Identification of the Issues Raised in Submissions and Response

- 5.1 In total, 48 submissions were received including:
 - a) one submission from referral authorities that did not object to the proposed amendment;
 - b) four submissions from referral authorities / government agencies that did not object to a revised amendment; and
 - c) eight submissions that supported the proposed amendment; and
 - d) 35 submissions which requested changes to the proposed amendment.
- 5.2 The planning authority has provided a response to each of the submissions in the table at Annexure A.
- 5.3 The issues raised in the submissions can be categorised into the following themes:
 - (a) Transport system / modelling and design;
 - (b) Integration with the schools and sports precinct;
 - (c) Landscape and visual impacts;

- (d) Ecological impacts; and
- (e) Land acquisition.
- (f) Noise

Transport system

- 5.4 Amendment C369 proposed to introduce controls which would facilitate the Bypass within a nominated project area. The project area as defined in the Incorporated Document has been prepared on the basis of a concept design.
- 5.5 The concept design has been developed on the basis of a number of design objectives and traffic modelling which has been prepared by the proponent.
- 5.6 A number of submissions have raised concerns about elements of the concept design, including:
 - (a) the use of a signalised intersection at Grubb Road / Portarlington Road / Jetty Road intersection;
 - (b) the modifications to the intersection at Jetty Road linking to Reserve Road;
 - (c) the access arrangements to the existing schools precinct and the sports precinct;
 - (d) whether the traffic demands are necessary to warrant the Bypass between Murradoc Road and Whitcombes Road; and
 - (e) the height of the alignment in some areas.
- 5.7 The planning authority has noted the submissions that raise concerns about the traffic modelling and design response. These submissions have been referred to the project proponent to seek further clarification in relation to any revisions that may be feasible.
- 5.8 The planning authority supports a design for the Bypass which caters for the entire transport system, ie cyclists, pedestrians, cars and freight.
- 5.9 The planning authority also notes that the project area reflects the horizontal alignment for the Bypass. At this time, the vertical alignment of the Bypass is not specifically addressed in the proposed changes to the planning scheme.
- 5.10 The planning authority proposes to amend the Incorporated Document to ensure that any specific design measures needed to address planning issues are addressed at the detailed design stage.
- 5.11 Further detail will be provided in the Part B submission, however the planning authority acknowledges that further refinement of the design will be required,

particularly in relation to shared paths and pedestrian access around the schools/sports precinct.

Integration with School / Sports precinct

- 5.12 The Scheme identifies that Drysdale township will grow and master planning can be completed for the future sports precinct.
- 5.13 A number of submissions have raised concerns about the relationship between the Bypass and this precinct, including:
- (a) Concerns about the indirect access arrangement proposed;
 - (b) Students and parents accessing the precinct will use short cuts to provide more direct access to the precinct / avoid any congestion (eg Gillies Road);
 - (c) Pedestrians / cyclists
 - (d) The design of the underpass; and
 - (e) Lack of integration with future plans to upgrade Belchers Road which would create alternative access point.
- 5.14 The planning authority proposes to amend the Incorporated Document to include an update of the Access Management Strategy and a list of matters to be taken into account for the future design process, to guide the integration with the Bypass and access arrangements to the precinct. A track changes version will be available at the hearing.
- 5.15 Further detail will be provided in the Part B submission, however the planning authority acknowledges that further refinement of the design will be required, particularly around the schools / sports precinct.

Landscape and visual impacts

- 5.16 Several submissions have raised concerns about the vertical alignment of the Bypass, in particular in sections where the road is proposed to be elevated up to 5 metres above natural ground level.
- 5.17 The planning authority has sought further clarification from the project proponent in relation to these issues, as in part this relates to the detailed design.
- 5.18 As outlined above, the planning scheme amendment documents do not currently address the vertical alignment for the Bypass.
- 5.19 The planning authority proposes to amend the Incorporated Document to include a requirement for further landscape assessment and design as recommended by Tract in the expert evidence to minimise the landscape and visual impact of the Bypass

Ecological impacts

- 5.20 Several submissions have raised concerns about the potential ecological impacts of the Bypass, including:
- (a) Alterations to the hydrological regime which could affect stands of red gums near Drakes Road;
 - (b) Potential impacts on vegetation in Basin Reserve (off Gillies Road); and
 - (c) Impact on several fauna species.
- 5.21 The changes to the hydrological regime are partly related to the extent of cut and fill required for the Bypass. The planning authority has referred this to the project to provide further advice.
- 5.22 The planning authority proposes to amend the Incorporated Document to include specific matters to be addressed to minimise the ecological impacts of the Bypass.

Land acquisition

- 5.23 A number of submissions have raised concerns regarding the extent of acquisition and the potential impacts on properties (including a bed and breakfast business).
- 5.24 The PAO3 has been in place since 1983 and as such the majority of the proposed alignment has been reserved and a number of properties have already been acquired.
- 5.25 In the case of Portarlington Rd between the Bypass and Reserve Road there is a pre-existing reservation of the alignment for a 50 foot wide widening on the east side. Two properties have had acquisition of this strip and two remain to be acquired. This is intended to occur to facilitate the Jetty Road re-alignment.
- 5.26 The planning authority has referred several of these submissions to the project, given some matters relates to detailed design. We understand that in some instances (eg Whitecombes Road) that there may be an opportunity to further limit the extent of acquisition.
- 5.27 At Whitecombes Road VicRoads has agreed to reduce the extent of acquisition. The Owners have been formally advised of this. In the case of the acquisition along Portarlington Road, VicRoads is exploring whether the extent of acquisition can be reduced.
- 5.28 Any matters of compensation for loss incurred will be addressed under the *Land Compensation and Land Acquisition Act 1986 (LAC Act)*.

Noise

- 5.29 A number of submissions have raised concerns regarding the potential noise impacts of the Bypass.

- 5.30 The noise modelling report prepared by VIPAC models the noise impacts of the Bypass in accordance with *VicRoads Traffic Noise Reduction Policy (Noise Policy)*. The noise impact modelling projects that the noise impacts of the Bypass will generally satisfy the Project Objective Noise Levels under to the Noise Policy.
- 5.31 The addendum to the noise modelling report prepared by VIPAC addresses specific submissions relating to noise. Overall, the Bypass is projected to satisfy the Project Objective Noise Levels under the Noise Policy. VicRoads will continue to monitor the noise impacts of the Bypass.

6. Changes to the Amendment documentation

- 6.1 Following exhibition of Amendment C369 and in response to submissions VicRoads has reduced the extent of the PAO3 on the property at 86 Whitcombes Road in accordance with Annexure A to these Submissions/
- 6.2 The planning authority also proposes to amend the Incorporated Document as outlined in the submissions above.

7. Conclusion

- 7.1 VicRoads has undertaken a thorough process to prepare Amendment C369 and the Strategy which provide the strategic basis for this amendment.
- 7.2 VicRoads' position to the Panel will rely on the background documents the amendment to illustrate the strategic merit of the amendment, as well as VicRoads' response to submissions for the amendment and the expert evidence.
- 7.3 Council's Part B submission will be presented at the Panel Hearing on 27 July 2017.

Mark Bartley
HWL Ebsworth Lawyers
On behalf of VicRoads.

Annexure A Table of VicRoads response to submissions

**Table VicRoads: Drysdale Bypass
Response to Formal Submissions – Planning Scheme Amendment C369**

#	Submitter	Nature of Submission	Any specific changes sought to the PSA	Planning Authority's Response
1		<ul style="list-style-type: none"> ▶ The submission is generally supportive of the Drysdale Bypass. ▶ The submitter references an agreement between VicRoads which will enable the resident of 86 Whitcombes Rd, Drysdale to remain at their residence. ▶ If the measures agreed upon in the letter from Mr Tim Price (dated 8 May 2017) are carried out, no objections or changes to the exhibited Planning Scheme Amendment are sought. 	<ul style="list-style-type: none"> ▶ Note that the measures included in letter dated 8 May include an agreement to reduce the PAO. 	<ul style="list-style-type: none"> ▶ Accepts the submission. Agrees to change the amendment to reduce the extent of PAO.
2		<ul style="list-style-type: none"> ▶ The submitter is primarily concerned with the condition of both Basin and Gillies Road. ▶ The submitter believes the design of the Drysdale Bypass will create increased traffic volumes along both Basin and Gillies Road and encourage school traffic to use these roads as a 'rat run' to access the back of the school. ▶ The submission makes reference to the Unmade Road Development Policy (2014) in describing both Basin and Gillies Road. 	<ul style="list-style-type: none"> ▶ No specific changes regarding the Drysdale Bypass are sought but raises concern regarding traffic volumes and flows. 	<ul style="list-style-type: none"> ▶ Notes the submission. Proponent will need to review the submission. ▶ Refer the submission to the panel.

#	Submitter	Nature of Submission	Any specific changes sought to the PSA	Planning Authority's Response
		<ul style="list-style-type: none"> ▶ The submitter provides an assessment against Council's Unmade Road Development Policy and proposes that a review of both Basin and Gillies Road should be undertaken (it is noted that this submission is not a request for sealing). 		
3		<ul style="list-style-type: none"> ▶ The submitter is supportive of the proposed signalised intersection at the Portarlington/Grubb Road intersection. ▶ The submitter is opposed to VicRoads decision to close Jetty Road and believes that the closure will increase travel times for residents in new housing estates such as Curlewis. 	<ul style="list-style-type: none"> ▶ That Jetty Road should be left intact for the whole of its length. ▶ Refer the submission to the panel. 	<ul style="list-style-type: none"> ▶ Notes the submission. Proponent will need to review the submission. ▶ Refer the submission to the panel.
4		<ul style="list-style-type: none"> ▶ The submitter raises a number of concerns regarding Amendment C369. Primarily, if any part of the submitters land is to be acquired, the amendment will not be supported. Other issues include: <ol style="list-style-type: none"> 1. The 3.5 meter wall proposed to be built along the properties boundary. 2. The lack of footpaths in the immediate area. 3. A lack of car parking in the school district. 	<ul style="list-style-type: none"> ▶ The submitter requests a number of changes including the following: <ul style="list-style-type: none"> ▶ To install sound proof windows (at VicRoads expense) instead of constructing a 3.5 metre wall along the properties boundary for noise attenuation purposes. ▶ To provide an appropriate area to perform a u-turn if no right turn is allowed 	<ul style="list-style-type: none"> ▶ Notes the submission. Proponent will need to review the submission. ▶ Partly a matter for land acquisition. ▶ Refer the submission to the panel.

#	Submitter	Nature of Submission	Any specific changes sought to the PSA	Planning Authority's Response
4.	<p>No right hand turn from Lake Street.</p> <p>The submitter is not supportive of VicRoads decision to close Jetty Road.</p> <p>The submitter does not support an overpass at the Portarlinton/Grubb Road intersection.</p>	<p>from Lake Street.</p> <p>To construct more footpaths within the local community.</p> <p>To increase parking facilities and provide two lanes to accommodate future traffic in the School District.</p> <p>To consider Justin Zahra for any design/landscaping aspects of the bypass.</p>		
5	<p>The submitter is supportive of the proposed signalised intersection at the Portarlinton/Grubb Road intersection.</p>		<p>No change sought.</p>	<p>Accepts submission.</p>
6	<p>The submitter is supportive of the proposed signalised intersection at the Portarlinton/Grubb Road intersection.</p>		<p>No change sought.</p>	<p>Accepts submission</p>
7	<p>The submitter is primarily concerned with the proposed underpass at Peninsula Drive and Andersons Road. Specifically, the submitter is concerned the 'at grade' underpass will be susceptible to flooding.</p> <p>The submitter believes minimal thought has gone into the underpass and school precinct due to the projected growth of St Ignatius</p>	<p>No specific changes are sought within the submission however a number of questions are asked including:</p> <ol style="list-style-type: none"> Where is the entry point for St Thomas Primary School? Have turning lanes been included for 	<p>No change sought.</p>	<p>Notes the submission. Proponent will need to review the submission.</p> <p>Refer the submission to the panel.</p>

#	Submitter	Nature of Submission	Any specific changes sought to the PSA	Planning Authority's Response
		College.	<p>Peninsula Dr to access all three schools safely?</p> <p>3. Is there any car parking spaces allocated on this road to replace the parking Andersons Rd?</p>	
8	<p>▲ The Corangamite Catchment Management Authority (CCMA) supports the proposed amendment C369 as exhibited (subject to minor variations which it indicated have been captured in the Incorporated document).</p>		<p>▲ No change sought.</p>	<p>▲ Accepts submission.</p>
9	<p>▲ The submitter is not supportive of the proposed ultimate design of the Drysdale Bypass.</p> <p>▲ The submitter believes the current design of the Bypass has the potential to negatively impact upon environmental values between Murradoc Road to Whitcombes Road.</p>		<p>The following recommendations are made by the submitter including:</p> <ul style="list-style-type: none"> ▲ To discontinue with the proposal to construct the Bypass beyond Murradoc Road. ▲ Ensure that adequate measures are put in place to protect the ecological values of the study area. ▲ Further investigate the Growing Grass Frog habitat in the study area. 	<p>▲ Notes the submission. Proponent will need to review the submission.</p> <p>▲ Refer the submission to the panel.</p>
10	<p>▲ The submitter is primarily concerned that the proposed elevation on</p>		<p>▲ No specific changes are recommended in the</p>	<p>▲ Notes the submission. Proponent will need</p>

#	Submitter	Nature of Submission	Any specific changes sought to the PSA	Planning Authority's Response
		<p>Drakes Road of 4 – 6 metres will reduce the amenity by allowing road users to look onto the submitter's property.</p> <p>▲ The submitter is also concerned with the potential increased run off which may cause flooding, erosion, mud and bog.</p> <p>▲ The submitter also raises concerns regarding a natural pond which is currently in his property believing he has a Grouling Grass Frog population.</p> <p>▲ The submitter disagrees with VicRoads noise modelling assessment.</p>	<p>submission.</p> <p>A number of answers are sought regarding the treatment runoff such as:</p> <p>▲ How will run off be slowed in both velocity and volume?</p> <p>▲ Will water purity be maintained over the years?</p> <p>▲ Who ensures water purity in the years to come?</p>	<p>to review the submission.</p> <p>▲ Agrees to amend the Incorporated Document to ensure that hydrological and ecological impacts are addressed via EMP and designed design.</p> <p>▲ Refer the submission to the panel.</p>
11		<p>▲ The submitter is generally supportive of the Drysdale Bypass Project.</p> <p>The submitter raises a number of concerns in relation to the following:</p> <p>▲ Indigenous vegetation</p> <p>▲ Noxious plants, environmental weeds and pest animals.</p> <p>▲ Increased usage of Gilles Road.</p> <p>▲ The environmental value of Lake Lorne.</p>	<p>Where possible, netting wire should be considered along roadsides to prevent noxious plants, environmental weeds and pest animals.</p> <p>▲ The submitter would like an audit undertaken of all indigenous vegetation which may be removed.</p> <p>▲ The submitter also requests specifications for landscaping of the bypass.</p>	<p>Notes the submission. Proponent will need to review the submission.</p> <p>▲ Agrees to amend the Incorporated Document to ensure that ecological impacts are addressed via EMP and designed design.</p> <p>▲ Refer the submission to the panel.</p>

#	Submitter	Nature of Submission	Any specific changes sought to the PSA	Planning Authority's Response
12		<ul style="list-style-type: none"> ▶ The submitter is primarily concerned with the high frequency of traffic lights when travelling to or from Geelong via Jetty Road. ▶ The submitter believes the proposed signalised intersections in the ultimate design of the Drysdale Bypass would be an unfair imposition for a number of residents due to an increase in travel time. 	<ul style="list-style-type: none"> ▶ The submitter proposes amendments to the design to make it possible to turn off Portarlington Road at either end of Curlewis Golf Club and reach Jetty Road via Coriyule Road (only if sealed). ▶ If this cannot not be achieved, the submitter believes the left turn from Portarlington Road to Jetty Road should be preserved. 	<ul style="list-style-type: none"> ▶ Notes the submission. Proponent will need to review the submission. ▶ Refer the submission to the panel.
13		<ul style="list-style-type: none"> ▶ The submitter comments that the safety of intersection at Portarlington / Grubb Road affects all residents. 	<ul style="list-style-type: none"> ▶ No change sought. 	<ul style="list-style-type: none"> ▶ Accepts submission.
14		<p>The submitter is not supportive of the proposed ultimate design of the Drysdale Bypass. Primarily the submitter is not supportive of constructing the bypass beyond Murradoc Road for the following reasons:</p> <ul style="list-style-type: none"> ▶ High cost and extent of earthworks. ▶ Increases in the amount and rate of water flow. ▶ Impact negatively on existing flora and fauna. ▶ Destroy the existing amenity of the property. 	<p>The submitter raises a number of questions in regards to the increase in water flow as follows:</p> <ul style="list-style-type: none"> ▶ Who maintains these on an annual basis? ▶ What happens to the pollutants in a downpour event (as happened this year) and the hydrocarbons and tar are washed out of confinement and into our waterway populated by frogs , wading birds, ducks and 	<ul style="list-style-type: none"> ▶ Notes the submission. Proponent will need to review the submission. ▶ Agrees to amend the Incorporated Document to ensure that ecological impacts are addressed via EMP and designed design. ▶ Refer the submission to the panel.

#	Submitter	Nature of Submission	Any specific changes sought to the PSA	Planning Authority's Response
15		<p>The submitter is primarily concerned that the ultimate design of the Drysdale Bypass has overlooked the operation and functionality of the Motel accommodation that is offered at the property. The submitter has the following concerns:</p> <ul style="list-style-type: none"> ▶ The property no longer has a road frontage. ▶ Access to the Motel will no longer be 'easy'. ▶ The operation of the Motel will be severely interrupted with road works. ▶ The business name would need to be changed as it is no longer on Jetty Road. 	<p>bordered by the historically important remnant river red gums?</p> <p>The following is sought if the Drysdale Bypass is constructed including:</p> <ul style="list-style-type: none"> ▶ A new access off Portarlinton Road (including a new office house and driveway to units at this site). ▶ Compensation for new signs and costs associated to change the business name. ▶ Compensation for loss of business (if the business fails the submitter will be seeking compensation of 2 million dollars plus loss of income). <p>The submitter has stated that keeping open the existing entrance to Jetty Road as a one-way slip lane from Portarlinton Road will be beneficial to not only themselves, but the broader community.</p>	<p>Notes the submission. Proponent will need to review the submission.</p> <ul style="list-style-type: none"> ▶ Partly a matter for land acquisition. ▶ Refer the submission to the panel.

#	Submitter	Nature of Submission	Any specific changes sought to the PSA	Planning Authority's Response
16		<ul style="list-style-type: none"> ▶ The submitter is not supportive of the proposed ultimate design of the Drysdale Bypass. Primarily, the submitter is concerned with the intersection at Portarlinton/Grubb Road. ▶ The submitter believes the intersection will be unsafe and appear like an outer Melbourne suburb. The submitter is also concerned that VicRoads have chosen the cheapest and easiest option. 	<ul style="list-style-type: none"> ▶ The submitter suggests that an overpass at the intersection between Grubb/Portarlinton Road with a system of roundabouts is the best outcome for the project. ▶ A hand drawn sketch of the proposed overpass and system of roundabouts is attached in the submission. 	<ul style="list-style-type: none"> ▶ Notes the submission. Proponent will need to review the submission. ▶ Refer the submission to the panel.
17		<p>The submitter is primarily concerned with the ultimate design of the Drysdale Bypass. Specifically, the submitter raises concerns regarding the rerouting of Jetty Road for the following reasons:</p> <ul style="list-style-type: none"> ▶ A loss of amenity and rural lifestyle ▶ A loss of privacy ▶ Devaluing of property ▶ Access ▶ Noise impacts <p>The submitter also raises their disappointment that VicRoads did not purchase land along Jetty Road when there was opportunity.</p>	<ul style="list-style-type: none"> ▶ No specific changes are sought but a number of concerns regarding the design have been raised. 	<ul style="list-style-type: none"> ▶ Notes the submission. Proponent will need to review the submission. ▶ Refer the submission to the panel.

#	Submitter	Nature of Submission	Any specific changes sought to the PSA	Planning Authority's Response
18		<ul style="list-style-type: none"> ▶ The submitter strongly supports the proposed signalised intersection at the Portarlinton/Grubb Road intersection. ▶ The submitter draws on a Bike Safe Roundabout Research Report and states that lights are significantly safer for cyclists. 	<ul style="list-style-type: none"> ▶ No specific changes are sought. 	<ul style="list-style-type: none"> ▶ Accepts submission
19	(No .1)	<ul style="list-style-type: none"> ▶ The submitter is primarily concerned with the ultimate design of the Drysdale Bypass. ▶ Specifically, the submitter strongly believes that well designed roundabouts are safer than signalized intersections. ▶ The submitter is also concerned that VicRoads have not supplied sufficient data to the community. 	<ul style="list-style-type: none"> ▶ It is sought to amend the ultimate design of the Bypass by removing the signalised intersection at Portarlinton/Grubb Road and replacing it with a roundabout. Other minor detailed design amendments are sought. ▶ The submitter has provided a hand drawn sketch of the proposed roundabout design which they believe is a much better option than VicRoads proposal (Option 6B). ▶ The submitter also requests the following information in relation to the two intersection options: <ul style="list-style-type: none"> 1) Safety - Predicted number of injury 	<ul style="list-style-type: none"> ▶ Notes the submission. Proponent will need to review the submission.. ▶ Refer the submission to the panel.

#	Submitter	Nature of Submission	Any specific changes sought to the PSA	Planning Authority's Response
19	(No .2)	<ul style="list-style-type: none"> ▶ The submitter is primarily concerned with the ultimate design of the Drysdale Bypass. Specifically, the submitter is concerned that safety has not been assigned adequate priority at the Portarlinton/Grubb Road intersection. The submitter has provided an alternative option (option 6A) that they believe address the safety criteria much better. ▶ The submitter believes that the preferred option is more consistent with the Victorian Governments "Towards Zero Vision" and provides a safer outcome. ▶ The submitter is concerned that there are an unnecessary and 	<p>crashes over a nominated time period.</p> <p>2) Travel Times - Predicted travel times for all the major routes at: - Peak AM and the number of vehicles affected Peak PM and the number of vehicles affected Off Peak periods and the number of vehicles affected.</p>	<ul style="list-style-type: none"> ▶ Notes the submission. Proponent will need to review the submission. ▶ Refer the submission to the panel.

#	Submitter	Nature of Submission	Any specific changes sought to the PSA	Planning Authority's Response
19 (No .3)		<p>excessive number of vehicle-to-pedestrian conflict points in the ultimate design of the Bypass.</p> <p>The submitter is primarily concerned with the ultimate design of the Drysdale Bypass. Specifically, the submitter is concerned that the proposed ingress/egress to the service station is unsafe.</p> <p>The submitter states that the proposal requires vehicles entering the service station from Drysdale or exiting towards the Bypass to execute a U-turn and/or lane crossing maneuver which is an unsafe process.</p>	<p>The submitter proposes an alternative entry into the existing service station which can be viewed on the hand drawn sketch (option 6).</p>	<p>Notes the submission. Proponent will need to review the submission.</p> <p>Refer the submission to the panel.</p>
19 (No .5)		<p>The submitter is primarily concerned with the ultimate design of the Drysdale Bypass. Specifically, the submitter raises concern regarding the environmental impact associated with vehicles waiting at red lights.</p> <p>The submitter is concerned that VicRoads have not determined the cost of fuel usage, the carbon footprint and the volumes of harmful emissions associated with vehicles waiting at red lights.</p> <p>The submitter is also concerned that VicRoads have not supplied sufficient data to the community.</p>	<p>Through an environmental analysis, the submitter contends that a roundabout option will give win-win benefits to the "community, country and planet".</p> <p>The submitter has requested data on travel times and travel volumes on major routes within the Drysdale Bypass from VicRoads.</p>	<p>Notes the submission. Proponent will need to review the submission.</p> <p>Refer the submission to the panel.</p>

#	Submitter	Nature of Submission	Any specific changes sought to the PSA	Planning Authority's Response
19	(No .6)	<ul style="list-style-type: none"> ▶ The submitter is primarily concerned with the ultimate design of the Drysdale Bypass. Specifically, the submitter raises concern regarding the proposed pedestrian underpass at Peninsula Drive. ▶ The submitter is concerned that the proposed underpass is too narrow and will create a dark and unsafe environment for school children. 	<ul style="list-style-type: none"> ▶ The submitter recommends VicRoads redesign the underpass to be much wider and provide two way cycling and pedestrian paths. ▶ The submitter also recommends that: <ol style="list-style-type: none"> 1. A plan is drawn up for active transport and scenic trails for Drysdale/Clifton Springs/Curlewis areas. 2. A plan is drawn up for traffic and active transport ingress/egress, parking and student drop off for the education precinct. 	<ul style="list-style-type: none"> ▶ Notes the submission. Proponent will need to review the submission. ▶ Refer the submission to the panel.
19	(No .7)	<ul style="list-style-type: none"> ▶ The submitter is primarily concerned with the ultimate design of the Drysdale Bypass. Specifically, the submitter is concerned that the bypass may not be adequately compatible with the active transport requirements of the community. ▶ This is the case as the submitter believes the Drysdale Bypass will deposit a large volume of traffic 	<ul style="list-style-type: none"> ▶ The submitter once again recommends that: <ul style="list-style-type: none"> ▶ A plan is drawn up for active transport and scenic trails for Drysdale/Clifton Springs/Curlewis areas. ▶ A plan is drawn up for traffic and active transport ingress/egress, parking and student drop off for the 	<ul style="list-style-type: none"> ▶ Notes the submission. Proponent will need to review the submission. ▶ The planning authority has also sought further advice from City of Greater Geelong regarding the Active Transport Strategy. ▶ Refer the submission to the panel.

#	Submitter	Nature of Submission	Any specific changes sought to the PSA	Planning Authority's Response
		around the school precinct.	education precinct.	
19 (No .8)	<p>▶ The submitter is primarily concerned with the ultimate design of the Drysdale Bypass. Specifically, the submitter is concerned that the proposed roundabout designs are larger than necessary according to Ausroads recommendations in "Guide to Road Design Part 4B Roundabouts".</p>	<p>▶ It is sought to amend the ultimate design of the Bypass by removing the signalised intersection at Portarlington/Grubb Road and replacing it with a roundabout in line with the Ausroads Guide to Road Design Part 4B Roundabouts.</p>	<p>▶ Notes the submission. Proponent will need to review the submission.</p> <p>▶ Refer the submission to the panel.</p>	
19 (No .9)	<p>▶ The submitter is primarily concerned with the ultimate design of the Drysdale Bypass. Specifically, the submitter is concerned that the proposed signalised intersection at Portarlington/Jetty Road intersection will significantly spoil the ambience of Lake Lorne Reserve and the entrance to Drysdale.</p>	<p>▶ It is sought to amend the ultimate design of the Bypass by removing the signalised intersection at Portarlington/Grubb Road and replacing it with a roundabout to prevent the ambience of Lake Lorne.</p>	<p>▶ Notes the submission. Proponent will need to review the submission.</p> <p>▶ Refer the submission to the panel.</p>	
19 (No .10)	<p>▶ The submitter is primarily concerned with the ultimate design of the Drysdale Bypass. Specifically, the submitter is concerned that the proposed signalised intersection at Portarlington/Jetty Road intersection is not consistent with local preferences as determined by VicRoads community consultation conducted in 2015.</p>	<p>▶ It is sought to amend the ultimate design of the Bypass by removing the signalised intersection at Portarlington/Grubb Road and replacing it with a roundabout to demonstrate community preference.</p>	<p>▶ Notes the submission. Proponent will need to review the submission.</p> <p>▶ Refer the submission to the panel.</p>	

#	Submitter	Nature of Submission	Any specific changes sought to the PSA	Planning Authority's Response
19 (No .11)		<p>▶ The submitter is primarily concerned with the ultimate design of the Drysdale Bypass. Specifically, the submitter is concerned that the construction of the Bypass will entail a considerable amount of distribution and congestion around the education precinct.</p>	<p>▶ To construct a road connection from Belchers Road through to the education precinct before commencing construction on the Drysdale Bypass.</p>	<p>▶ Notes the submission. Proponent will need to review the submission. ▶ Refer the submission to the panel.</p>
20		<p>▶ The submitter raises a number of concerns regarding the detailed design of the Drysdale Bypass.</p> <p>▶ The submitter is concerned that insufficient access has been provided to the school precinct.</p> <p>▶ The submitter is concerned with the location of both the Reserve/Portarlinton Road and Portarlinton/Grubb Road intersections.</p> <p>▶ The submitter believes that roundabouts should be considered at the Portarlinton/Grubb Road intersection as they provide a safer option.</p> <p>▶ The submitter has noted that VicRoads could improve communications and project updates to the community.</p>	<p>▶ The submitter notes a number of changes including:</p> <p>▶ To relocate the intersection at Reserve/Jetty Road to the existing intersection between Railway Crescent and Jetty Road.</p> <p>▶ To relocate the Portarlinton/Grubb Road intersection to the intersection at Portarlinton/Hermesley Road.</p> <p>▶ To redesign the Portarlinton/Grubb Road intersection to consist of a combination of roundabout design with the incorporation of a traffic light system. It is noted the traffic light system would predominately be used during "peak hour" traffic, and for the majority of the</p>	<p>▶ Notes the submission. Proponent will need to review the submission. ▶ Refer the submission to the panel.</p>

#	Submitter	Nature of Submission	Any specific changes sought to the PSA	Planning Authority's Response
		<p>time would just flash amber to indicate normal roundabout caution to be exercised. The lights would control "peak hour" situations and allow Pedestrian / Cyclists access also. This would enable safe & good flow of all traffic at all times.</p>		
21		<ul style="list-style-type: none"> ▶ The submitter raises a number of concerns regarding the detailed design of the Drysdale Bypass and believes the project is a 'waste of money'. ▶ The submitter is primarily concerned that the Drysdale Bypass will cut off a vital hub of Drysdale. ▶ The submitter believes the pedestrian underpass is not a good option and that Peninsula Drive should be extended to connect to Belchers Road. ▶ The submitter is also concerned with the increased traffic volumes on Reserve Road. 	<ul style="list-style-type: none"> ▶ The submitter believes a 40km/h zone should be implemented along the new bypass road. 	<ul style="list-style-type: none"> ▶ Notes the submission. Proponent will need to review the submission. ▶ Refer the submission to the panel.
22		<ul style="list-style-type: none"> ▶ The submitter raises a number of concerns regarding the detailed design of the Drysdale Bypass. Primarily, the submitter believes it is not logical to construct the bypass beyond Murradoc Road as it will 	<ul style="list-style-type: none"> ▶ The key recommendations made by the submitter include: <ul style="list-style-type: none"> ▶ To discontinue with the proposal to construct the Bypass beyond Murradoc 	<ul style="list-style-type: none"> ▶ Notes the submission. Proponent will need to review the submission. ▶ Refer the submission to the panel.

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23		<p>result in a loss of amenity and an unnecessary amount of cut and fill.</p> <p>▲ The submitter is also concerned that the Bypass will not have an effect on peak traffic times.</p> <p>▲ The submitter believes the intersection at Portarlington/Grubb Road should be simplified.</p> <p>▲ The EPA raise no issues with the proposed Amendment C369. Recommends guidance that can be used for the EMP.</p>	<p>Road.</p> <p>▲ Include road upgrades to Coriyule and Hermsley Road.</p> <p>▲ Construct an overpass for through traffic at Grubb Road.</p>	<p>▲ Accepts submission</p>
24		<p>▲ The submitter raises a number of concerns with Amendment C369.</p> <p>▲ The submitter believes there is an issue with storm water drainage in the vicinity of the sports precinct and school.</p> <p>▲ The submitter is concerned that little thought has gone into the road design of the school precinct.</p> <p>▲ The submitter believes insufficient space has been provided for safe drop off points for school children.</p> <p>▲ The submitter requests detailed design for vehicles entering/exiting the existing Caltex Service Station.</p> <p>▲ The submitter believes a lack of information has been provided</p>	<p>▲ No specific changes are sought.</p> <p>▲ The following recommendations are made by the submitter including:</p> <p>▲ To improve drainage in the vicinity of the rail trail and sporting precinct.</p> <p>▲ To connect Peninsula Drive with Belchers Road to the south to improve traffic movement around the school precinct.</p> <p>▲ To relocate a U-turn point which services the Caltex Station.</p> <p>▲ To provide noise mapping which indicate road chainages at locations</p>	<p>▲ Notes the submission. Proponent will need to review the submission.</p> <p>▲ Refer the submission to the panel.</p>

#	Submitter	Nature of Submission	Any specific changes sought to the PSA	Planning Authority's Response
		<p>regarding lighting of public spaces.</p> <ul style="list-style-type: none"> ▶ The submitter believes the noise readings were insufficient and inadequate. ▶ The submitter is concerned the Drysdale Bypass will act as a barrier between the school precinct and the Town Centre. 	<p>tested.</p>	
25		<p>The submitter raises a number of concerns with Amendment C369 including:</p> <ul style="list-style-type: none"> ▶ The submitter is opposed to VicRoads decision to close Jetty Road and believes that the closure will increase travel times for residents in new housing estates such as Curlewis. ▶ The submitter believes that a signalized intersection at the Portarlinton/Grubb Road intersection is 'perplexing' and believes a 2 lane roundabout is more appropriate. ▶ The submitter believes the proposed roundabout at Grubb Road which serves the school precinct would be better served as a signalized intersection. ▶ The submitter is concerned with the consistency in speed limits from Portarlinton to Leopold. 	<p>The following recommendations are made by the submitter including:</p> <ul style="list-style-type: none"> ▶ To not remove any part of Jetty Road. ▶ To amend the ultimate design of the Bypass by removing the signalised intersection at Portarlinton/Grubb Road and replacing it with a roundabout. ▶ To construct a signalised intersection at the Grubb Road roundabout which services the school precinct. ▶ To change the speed limit to 80 km/h for the entire section of road between Portarlinton and Leopold. ▶ To inform the submitter on noise attenuation 	<p>Notes the submission. Proponent will need to review the submission.</p> <p>Refer the submission to the panel.</p>

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26		<ul style="list-style-type: none"> ▶ The submitter is concerned that the increased noise will impact on the value of his property. <p>The submitter is generally supportive of the construction of the Drysdale Bypass. The submitter has however raised the following concerns:</p> <ul style="list-style-type: none"> ▶ The submitter is concerned with the impact of noise and lights from the Bypass when the vegetation at their property is removed. ▶ That their property value will decrease. ▶ Impacts from construction such as dust and noise. ▶ The submitter is concerned that the area they live in will no longer be a green rural area. 	<ul style="list-style-type: none"> ▶ No specific changes are sought however some concerns are raised. 	<ul style="list-style-type: none"> ▶ Notes the submission. Proponent will need to review the submission. ▶ Refer the submission to the panel.
27		<ul style="list-style-type: none"> ▶ The submitter is supportive of the proposed signalised intersection at the Portarlinton/Grubb Road intersection. 	<ul style="list-style-type: none"> ▶ No specific changes are sought. 	<ul style="list-style-type: none"> ▶ Accepts submission.
28		<ul style="list-style-type: none"> ▶ The submitter is primarily concerned with the ultimate design of the Drysdale Bypass. Specifically the submitter believes the proposed intersection at Reserve/Portarlinton Road will severely impact there 	<ul style="list-style-type: none"> ▶ No specific changes are sought. 	<ul style="list-style-type: none"> ▶ Notes the submission. Proponent will need to review the submission. ▶ Partly a matter for land acquisition and the implementation of VicRoads noise policy. ▶ Refer the submission to the panel.

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		<p>amenity.</p> <ul style="list-style-type: none"> ▶ The submitter believes that little consideration was given to their property in the design of the Drysdale Bypass. ▶ The submitter is concerned that the projected noise levels have not taken into consideration the removal of vegetation which acts as a natural buffer and increased traffic flow. ▶ The submitter believes VicRoads have provided little information as to how the consequences of the Bypass will be ameliorated to retain the properties rural living zone amenity. 		
29		<ul style="list-style-type: none"> ▶ DELWP recommends a number of principles be considered for inclusion in an environmental management plan. 	<ul style="list-style-type: none"> ▶ DEWLP recommends the following principles be listed in Clause 5.2 of the incorporated document: <ul style="list-style-type: none"> ▶ Before work starts, the contractor must advise all persons undertaking the vegetation removal or works on the site of all relevant principals and associated statutory requirements or approvals. ▶ Before the vegetation removal starts, the boundaries of all native 	<ul style="list-style-type: none"> ▶ Notes the submission. Proponent will need to review the submission. ▶ Does not agree to include that level of detail in the Incorporated Document, but agrees to provide some further guidance regarding the EMP. ▶ Refer the submission to the panel

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			<p>vegetation to be removed and retained must be clearly marked on the ground.</p> <p>▶ Any pruning/lopping/trimming that is required to be done to the canopy of any tree to be retained must be done by a qualified arborist in accordance with Australian Standard 4373-2007 – Pruning of Amenity Trees.</p> <p>▶ Tree protection zones (TPZs) need to be taken into consideration when planning works. TPZs prevent the indirect loss of vegetation due to encroaching construction/development in the area. Where impacts exceed 10% of the TPZ the tree should be considered lost and offset accordingly.</p> <p>▶ Identification of site compound locations where native vegetation will not be impacted. There must be no temporary or permanent storage of any materials, vehicles,</p>	

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		<p>equipment or plant within areas of native vegetation identified to be retained. Such sites must not be located on or near erodible surfaces, surface water runoff areas or areas infested with weeds.</p> <p>▶ Incorporating weed control measures to prevent the spread and introduction of new weeds into the site. This includes implementing wash down areas to avoid transporting plant material or soil, as well as post works weed monitoring and controls as required. Noxious weeds listed under the <i>Catchment and Land Protection Act 1994</i> that were identified as part of the weed assessment for this project must be appropriately controlled throughout the study area to minimise their spread and impacts on ecological values.</p>	<p>DELWP also recommends that the incorporated document be amended to require an Offset</p>

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		Management Plan to be prepared in consultation with DELWP.		
30		<p>The COGG are generally supportive of the Amendment C369.</p> <p>COGG also makes reference to the strategic planning and the sports and school precinct.</p> <p>In its submission COGG indicates that a works in kind agreement could be negotiated to allow VicRoads to upgrade Belchers Road, COGG encourages the delivery of these works in the short term.</p> <p>COGG has also indicated that it intends to make further submissions in relation to drainage.</p> <p>COGG have asked for a further assessment of the hydrological impact of the project on the stand of red gums at Drakes Road,</p>	<ul style="list-style-type: none"> ▶ The COGG has identified a number of areas where further design work and negotiation will be required. ▶ The COGG recommended a number of changes to the Incorporated Document. 	<ul style="list-style-type: none"> ▶ Notes the submission. Proponent will need to review the submission, particularly as it relates to the integration of strategic planning around the schools / sport precinct. . ▶ Agree to update the Incorporated Document to reflect Council's suggestions. ▶ Planning authority agrees that VicRoads and COGG need to work collaboratively in relation to a number of aspects of the project. ▶ Refer the submission to the panel
31		<ul style="list-style-type: none"> ▶ Transport for Victoria (TFV) support the proposed Amendment as exhibited. 	<ul style="list-style-type: none"> ▶ No change are sought. 	<ul style="list-style-type: none"> ▶ Accepts submission.
32		<ul style="list-style-type: none"> ▶ The submitter believes the proposed ultimate design for the Drysdale Bypass is a 'waste of time and money' and that an overpass would 	<ul style="list-style-type: none"> ▶ The submitter disagrees with the ultimate design of the Bypass and suggests that an overpass at the 	<ul style="list-style-type: none"> ▶ Notes the submission. Proponent will need to review the submission. ▶ Refer the submission to the panel.

#	Submitter	Nature of Submission	Any specific changes sought to the PSA	Planning Authority's Response
		provide the best outcome for the project.	<p>intersection between Grubb/Portarlington Road is the best outcome for the project.</p> <p>▲ A hand drawn sketch of the proposed overpass is attached in the submission.</p>	
33	<p>▲ The submitter believes that the ultimate design should consist of roundabouts instead of signalised intersections.</p> <p>▲ The submitter believes roundabouts provide faster travel times.</p>	<p>It is sought to amend the ultimate design of the Bypass by removing the two sets of signalised intersections at Reserve/Portarlington Road and Portarlington/Grubb Road and replacing them with roundabouts.</p>	<p>▲ Notes the submission. Proponent will need to review the submission.</p> <p>▲ Refer the submission to the panel.</p>	
34	<p>▲ The submitter is primarily concerned with the condition of Basin Road and believes the road is not suitable to carry increased traffic volumes.</p> <p>▲ The submitter believes road side vegetation and the Basin Reserve will also be impacted through an increase in traffic.</p>	<p>The construction of speed signs along Basin Road is sought.</p> <p>▲ The construction of a shared path along Basin Road to allow people to ride/walk.</p>	<p>▲ Notes the submission. Proponent will need to review the submission.</p> <p>▲ Refer the submission to the panel.</p>	
35	<p>▲ The submitter is supportive of the proposed signalised intersection at the Portarlington/Grubb Road intersection.</p>	<p>No change sought.</p>	<p>▲ Accepts submission.</p>	

#	Submitter	Nature of Submission	Any specific changes sought to the PSA	Planning Authority's Response
36		<ul style="list-style-type: none"> ▶ The submitter is supportive of the proposed signalised intersection at the Portarlinton/Grubb Road intersection. 	<ul style="list-style-type: none"> ▶ No change sought. 	<ul style="list-style-type: none"> ▶ Accepts submission.
37		<ul style="list-style-type: none"> ▶ The submitter is supportive of the proposed signalised intersection at the Portarlinton/Grubb Road intersection. 	<ul style="list-style-type: none"> ▶ The submitter believes that the ultimate design of the Bypass would be better if Peninsula Drive connected to Grubb Road. 	<ul style="list-style-type: none"> ▶ Notes the submission. Proponent will need to review the submission. ▶ Refer the submission to the panel.
38		<ul style="list-style-type: none"> ▶ The submitter is supportive of the proposed signalised intersection at the Portarlinton/Grubb Road intersection. 	<ul style="list-style-type: none"> ▶ No change sought. 	<ul style="list-style-type: none"> ▶ Accepts submission.
39		<ul style="list-style-type: none"> ▶ The submitter is primarily concerned with the two sets of traffic lights within the ultimate design of the Bypass. 	<ul style="list-style-type: none"> ▶ The submitter objects to the two sets of traffic lights in the ultimate design of the Bypass and suggests that roundabouts would provide a better alternative. 	<ul style="list-style-type: none"> ▶ Notes the submission. Proponent will need to review the submission. ▶ Refer the submission to the panel.
40		<ul style="list-style-type: none"> ▶ The submitter is concerned that the Drysdale Bypass will increase traffic flow on both Basin and Gillies Road and create an unsafe environment for road users and residents. ▶ The submitter is also concerned that the Drysdale Bypass will cut off access for people and horses to 	<ul style="list-style-type: none"> ▶ No specific changes sought but is concerned about the traffic flows and volumes. 	<ul style="list-style-type: none"> ▶ Notes the submission. Proponent will need to review the submission. ▶ Refer the submission to the panel.

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		safely navigate to the Pony Club.		
41		<ul style="list-style-type: none"> ▶ The submitter is primarily concerned that the closure of Jetty Road will create a bottle neck effect on Railway Crescent. 	<ul style="list-style-type: none"> ▶ The submitter believes the Drysdale Bypass should be elevated over Grubb Road as per an attached sketch. 	<ul style="list-style-type: none"> ▶ Notes the submission. Proponent will need to review the submission. ▶ Refer the submission to the panel.
42		<ul style="list-style-type: none"> ▶ The submitter is primarily concerned that the design of the Drysdale Bypass will increase traffic volume along both Basin and Gillis Road. ▶ The submitter believes Basin Road is not suitable for heavy traffic. 	<ul style="list-style-type: none"> ▶ No specific changes sought but is concerned about the traffic flows and volumes. 	<ul style="list-style-type: none"> ▶ Notes the submission. Proponent will need to review the submission. ▶ Refer the submission to the panel.
43		<ul style="list-style-type: none"> ▶ The submitter is primarily concerned that the design of the Bypass will increase traffic volumes on Whitcombes Road. ▶ The submitter contends that Whitcombes Road will rapidly deteriorate if traffic volumes increase. ▶ The submitter is supportive of implementing traffic lights at the Portarlinton/Grubb Road intersection. 	<ul style="list-style-type: none"> ▶ A request to asphalt the unmade section of road between Whitcombes and Martins Road. ▶ If the above request cannot be delivered, the submitter requests speed restrictions and more regular maintenance of the road be implemented. 	<ul style="list-style-type: none"> ▶ Notes the submission. Proponent will need to review the submission. ▶ Refer the submission to the panel.
44		<ul style="list-style-type: none"> ▶ The submitter is primarily concerned that Jetty Road will be impacted from the future Curlewis population. ▶ The submitter also raises concerns over the 'irregular' intersection at 	<ul style="list-style-type: none"> ▶ To alleviate vehicle movements to and from Curlewis estates on to Jetty Road, the following has been proposed: 	<ul style="list-style-type: none"> ▶ Notes the submission. Proponent will need to review the submission. ▶ Refer the submission to the panel.

#	Submitter	Nature of Submission	Any specific changes sought to the PSA	Planning Authority's Response
	Whitcombes Road and Bayshore Avenue.	<ul style="list-style-type: none"> 1) Seal Coryule Road (between Jetty and Hermsley Road) 2) Relocate the western entrance signalised intersection further west to the intersection of Hermsley and Curlewis Road. 		
45	<ul style="list-style-type: none"> ▶ The submitter is primarily concerned that the design of the Bypass will increase traffic volumes along Murradoc Road. ▶ Particularly, the submitter believes the Bypass design will create an unsafe entry/egress point when entering/exiting their property. 	<ul style="list-style-type: none"> ▶ No specific changes sought but is concerned about the traffic flows and volumes. 	<ul style="list-style-type: none"> ▶ Notes the submission. Proponent will need to review the submission. ▶ Refer the submission to the panel. 	
46	<ul style="list-style-type: none"> ▶ The submitter is primarily concerned that the design of the Drysdale Bypass will force them to travel on gravel roads to access their property. Which will in turn worsen access for emergency vehicles. ▶ The submitter also raises concerns that their walking group will now face a number of dead-end roads. 	<ul style="list-style-type: none"> ▶ No specific changes sought but is concerned about the traffic flows and volumes. 	<ul style="list-style-type: none"> ▶ Notes the submission. Proponent will need to review the submission. ▶ Refer the submission to the panel. 	

#	Submitter	Nature of Submission	Any specific changes sought to the PSA	Planning Authority's Response
47		<ul style="list-style-type: none"> ▶ The submitter is generally supportive of Amendment C369. ▶ The submitter is however concerned that the closure of Drakes Road will increase traffic flow along Whitcombes Road for vehicles travelling towards Portarlinton. 	<ul style="list-style-type: none"> ▶ No specific changes sought but is concerned about the traffic flows and volumes. 	<ul style="list-style-type: none"> ▶ Notes the submission. Proponent will need to review the submission. ▶ Refer the submission to the panel.
48		<ul style="list-style-type: none"> ▶ The submitter is primarily concerned with the school precinct. ▶ Specifically, the submitter is concerned that the Bypass will reduce student amenity when in the school playground. ▶ Moreover, the submitter believes the idea of an underpass at Peninsula Drive is not ideal for school children. 	<ul style="list-style-type: none"> ▶ The submitter recommends a 'drop off zone' at the bottom of Peninsula Drive in order to help alleviate traffic congestion. 	<ul style="list-style-type: none"> ▶ Notes the submission. Proponent will need to review the submission. ▶ Refer the submission to the panel.
49		<ul style="list-style-type: none"> ▶ The submitter raises a number of concerns regarding Amendment C369. ▶ The submitter is opposed to VicRoads decision to close Jetty Road. The submitter believes that the addition of a left hand slip lane will decrease the number of vehicles entering the signalised intersections and thus improve safety conditions for cyclists, pedestrians and vehicular traffic. The submitter also states that less land will need to be acquired through removing left hand 	<ul style="list-style-type: none"> ▶ Provide a slip lane from Portarlinton Road, eastbound onto Jetty Road. ▶ Provide a roundabout (instead of signals) at the Reserve/Portarlinton Road intersection. ▶ The submitter proposes to make Peninsula Drive open to one way traffic only from the roundabout 	<ul style="list-style-type: none"> ▶

#	Submitter	Nature of Submission	Any specific changes sought to the PSA	Planning Authority's Response
		<p>turning lanes at both signalised intersections.</p> <ul style="list-style-type: none"> ▶ The submitter is opposed to the proposed signalised intersection at the Reserve/Portarlinton Road intersection. ▶ The submitter is concerned with the proposed traffic arrangement in the School Precinct. The submitter believes controlled one-way flow traffic will create a safer environment for school drop-off and pick-up. 	<p>at Grubb Road. The submitter suggests that Peninsula Drive be extended to connect to Belchers Road allowing vehicles to exit the Precinct.</p>	

Annexure B Draft updated PAO Map - Whitcombes Road

