

**GREATER GEELONG PLANNING SCHEME AMENDMENT C369**  
**DRYSDALE BYPASS**  
**City of Greater Geelong Submission to the Independent Panel**  
**Hearing 28 July 2017**



## TABLE OF CONTENTS

<b>1</b>	<b>INTRODUCTION .....</b>	<b>2</b>
1.1	SUMMARY OF SUBMISSION .....	2
<b>2</b>	<b>LAND USE PLANNING CONTEXT .....</b>	<b>3</b>
2.1	PLANNING HISTORY.....	3
2.2	RELEVANT COUNCIL PROJECTS .....	3
<b>3</b>	<b>POLICIES AND STRATEGIES.....</b>	<b>5</b>
3.1	G21 REGIONAL GROWTH PLAN - IMPLEMENTATION PLAN NOVEMBER 2013.....	5
3.2	BELLARINE PENINSULA LOCALISED PLANNING STATEMENT .....	5
3.3	DRYSDALE CLIFTON SPRINGS STRUCTURE PLAN .....	6
3.4	DRYSDALE TOWN CENTRE URBAN DESIGN FRAMEWORK.....	6
3.5	JETTY ROAD URBAN GROWTH PLAN.....	7
3.6	GREATER GEELONG & THE BELLARINE TOURISM DEVELOPMENT PLAN .....	7
3.7	PREPARATION OF A SETTLEMENT STRATEGY .....	8
<b>4</b>	<b>PROPOSED PLANNING CONTROLS.....</b>	<b>10</b>
4.1	PUBLIC ACQUISITION OVERLAY MAPS .....	10
4.2	CLAUSE 21.14.....	10
4.3	INCORPORATED DOCUMENT .....	10
4.4	ACCESS MANAGEMENT STRATEGY .....	11
<b>5</b>	<b>CONCLUSION.....</b>	<b>12</b>
<b>APPENDIX 1:</b>	<b>GEELONG REGIONAL COMMISSION REPORT AND PANEL REPORT .....</b>	<b>13</b>
<b>APPENDIX 2:</b>	<b>THE GEELONG REGION DEVELOPMENT STRATEGY .....</b>	<b>21</b>
<b>APPENDIX 3:</b>	<b>DRYSDALE SPORTS PRECINCT - DESIGN &amp; CONSTRUCTION .....</b>	<b>22</b>
<b>APPENDIX 4:</b>	<b>SCHOOLS &amp; COUNCIL LAND - PENINSULA DRIVE.....</b>	<b>23</b>
<b>APPENDIX 5:</b>	<b>JETTY RD N-S CONNECTOR ROAD FUNCTIONAL DESIGN .....</b>	<b>24</b>
<b>APPENDIX 6:</b>	<b>G21 IMPLEMENTATION PLAN NOVEMBER 2013.....</b>	<b>25</b>
<b>APPENDIX 7:</b>	<b>BPLPS – FRAMEWORK PLAN .....</b>	<b>29</b>
<b>APPENDIX 8:</b>	<b>DRYSDALE CLIFTON SPRINGS STRUCTURE PLAN.....</b>	<b>30</b>
<b>APPENDIX 9:</b>	<b>DRYSDALE URBAN DESIGN FRAMEWORK .....</b>	<b>31</b>
<b>APPENDIX 10:</b>	<b>JETTY ROAD URBAN GROWTH PLAN .....</b>	<b>32</b>
<b>APPENDIX 11:</b>	<b>GREATER GEELONG &amp; THE BELLARINE PRIORITY PROJECTS .....</b>	<b>33</b>
<b>APPENDIX 12:</b>	<b>SETTLEMENT STRATEGY DIRECTIONS MAP.....</b>	<b>34</b>
<b>APPENDIX 13:</b>	<b>RECOMMENDED CHANGES TO CLAUSE 21.14.....</b>	<b>35</b>
<b>APPENDIX 14:</b>	<b>COGG ENVIRONMENT UNIT COMMENTS .....</b>	<b>38</b>

# **1 Introduction**

This submission is made to the Independent Panel by the City of Greater Geelong in support of Amendment C369.

The Amendment proposes to apply the Public Acquisition Overlay - Schedule 3 (PAO3) to additional land required for the Drysdale Bypass construction, as well as add an incorporated document 'Drysdale Bypass April 2017' to the planning scheme.

We continue to rely on our written submission dated 7 June 2017.

## **1.1 Summary of submission**

Our submission will provide the Panel with a greater understanding of the planning history for the Drysdale Bypass, together with relevant projects, policies and strategies.

We will then recommend the Panel consider improvements to the:

- Incorporated Document;
- Clause 21.14; and
- Access Management Strategy.

## 2 Land use planning context

### 2.1 Planning history

The concept of a Bypass road for Drysdale was first identified in 1975 when the Geelong Regional Planning Scheme was placed on public exhibition.

Up until the Geelong Regional Planning Scheme came into effect in 1981, the region was served by the Geelong Region Interim Development Order (1975-1981). It was during this time that planning for the Drysdale Bypass commenced.

Submissions about the proposed Bypass were considered by an Independent Panel (under Section 28 of the *Town and Country Planning Act 1961*) on 21 June 1982. The Panel recommended:

*That the currently proposed alignment (Alignment No. 5) for the Drysdale By-pass reservation be adopted without alteration.*

**Appendix 1** contains a copy of the Geelong Regional Commission Report to the Panel and the Panel Report.

The Drysdale Bypass alignment then made its way into the 1983 Geelong Regional Planning Scheme designated as a Public Acquisition Overlay.

The Bypass was further entrenched in the Geelong Region Development Strategy 1988-1998 prepared by the Geelong Regional Commission (refer to **Appendix 2**).

The alignment has carried through to the new format Greater Geelong Planning Scheme established in July 2000.

### 2.2 Relevant Council projects

#### Drysdale Clifton Springs Cultural and Sports Precinct

Council is currently progressing construction of new ovals within the Special Use Zone 13 as shown at **Appendix 3**. Completion of the project is expected in late 2017.

Council funding will be required for the design and construction of the extension of Peninsula Drive to Belchers Road, a new roundabout at the intersection of Grubb Road and Belchers Road, and pedestrian/cycle paths.

### Sale of Land at Peninsula Drive Drysdale

At the Greater Geelong City Council Meeting on 23 May 2017 it was resolved to sell the land at 29-39 Peninsula Drive, Drysdale to the Roman Catholic Trust Corporation. The sale will facilitate an expansion of St. Ignatius College.

A map of the land sale is shown at [Appendix 4](#).

In response to traffic and parking issues in Peninsula Drive, it was also carried that Council:

- 2) requests that designs for traffic and access improvements in Peninsula Drive be finalised and a project proposal be prepared for consideration as part of the 2018/19 budget process;**

### Jetty Road Growth Area North-South Connector Road

A new north-south collector road and intersection is proposed off Portarlington Road just to the west of the Drysdale Bypass Study Area.

The intersection functional design is shown at [Appendix 5](#).

The north south road will provide access into the Jetty Road/ Curlewis Growth Area. The road will have a fully signalised, three legged intersection with Portarlington Road just east of the Curlewis Golf Course.

A Public Acquisition Overlay 4 – Proposed Road (no category) is in place and land has recently been acquired to construct the first leg of the road.

Council is responsible for delivery of the first leg of the road and intersection which are funded through the Jetty Road Urban Growth Area Development Contributions Plan (2011). The DCP budget for the road is \$1.7M and the intersection budget is \$1.3M.

Council expects to complete final design of the road and intersection by August 2017. VicRoads has agreed to construct the road on Council's behalf with construction expected to commence by February 2018 and completion by June 2018.

The section of road north of the Bellarine Rail Trail up to the Curlewis Activity Centre will be constructed by the adjoining developers along similar timelines to VicRoads.

## 3 Policies and strategies

### 3.1 G21 Regional Growth Plan - Implementation Plan November 2013

The Implementation Plan aims to build on the work of the G21 Regional Growth Plan by identifying the critical infrastructure required to support the housing and employment growth directions of the region and provide a program for its optimal delivery.

The Implementation Plan is an important planning tool for the region.

The Drysdale Bypass is identified as a transport project in the Implementation Plan (refer to [Appendix 6](#)).

### 3.2 Bellarine Peninsula Localised Planning Statement

The Bellarine Peninsula is one of four distinctive areas identified by the Victorian Government as coming under increasing pressure for growth and change due to their accessibility and proximity to metropolitan Melbourne.

This has led to the preparation of the *Bellarine Peninsula Localised Planning Statement September 2015* (BPLPS) which planning authorities must have regard to pursuant to Ministerial Direction No. 17.

The Framework Plan is shown at [Appendix 7](#).

On page 13 the Statement states:

*The Bellarine Peninsula is significant for its visual landscape characteristics, individually distinct coastal settlements in a rural setting, sweeping views across rolling hills, coastlines, wetlands and open farmed landscapes.*

We note the landscape evidence prepared by Mr Reilly; particularly that design treatments and decorative devices are generic in nature – “typically seen in urban freeways, rather than a style of design that engages with the Drysdale landscape” (page 22).

Mr Reilly finds that the Landscape & Visual Impact Assessment data should be further developed within the existing proposed road alignment to create a design approach that is site specific and with higher environmental and visual values.

We consider it appropriate for VicRoads to revisit the Spiire Landscape & Visual Impact Assessment data.

### **3.3 Drysdale Clifton Springs Structure Plan**

The Drysdale Clifton Springs Structure Plan 2010 is a strategic framework for the future planning and development of the townships. It guides Council's consideration of proposed rezonings and applications for planning permit.

The current alignment of the proposed Drysdale Bypass has long defined the southern and eastern urban and semi-urban edge of Drysdale.

The Structure Plan is shown at [Appendix 8](#).

What is important for the Panel to note, and for landowners and the local community to understand, is that a review of the Structure Plan will be undertaken after the completion of the Drysdale Bypass project.

Any review – including a review of existing land zoning – will consider the impacts of the Bypass and relevant planning policies and strategies.

### **3.4 Drysdale Town Centre Urban Design Framework**

The Drysdale Town Centre Urban Design Framework (UDF) 2012 seeks to improve the functionality of the Town Centre by providing guidance on future growth and development, built form, streetscapes, traffic and pedestrian movements, car parking and land uses.

The Drysdale UDF acknowledges that Murradoc Road will become a key entry point into the town when the Drysdale Bypass is constructed. The UDF includes an action for Council to work with VicRoads to facilitate development of the Bypass.

The UDF says on page 57:

*The UDF strongly supports the construction of the Drysdale Bypass and relies on its construction to realise several concepts within the plan. The construction of the Bypass is considered critical to alleviating traffic along High Street by re-directing non local traffic away from the town Centre.*

The Drysdale UDF is shown at [Appendix 9](#).

### **3.5 Jetty Road Urban Growth Plan**

The Jetty Road Urban Growth Plan 2007 (amended September 2008) sets the strategic direction for the development of land in the Jetty Road Growth Area. The growth area is expected to accommodate in excess of 8,000 people.

The Structure Plan is shown at [Appendix 10](#).

Earlier submissions highlighted the construction of a new north-south connector road that includes a signalised intersection with Portarlington Road just east of the Curlewis Golf Course.

We also note that on page 77 the Jetty Road Urban Growth Plan states:

***Objective 21.2:***

Ensure the proper function of the Jetty Road / Geelong-Portarlington Road Intersection by the provision of signals, widened road reserve and construction of a re-designed intersection treatment, subject to approval by VicRoads.

- It is not expected that the round-a-bout will serve the intersection adequately with full development of the UGP area and that with imbalanced flows and increased pedestrian/cycle movement across Geelong-Portarlington Road, signalisation will be required.

### **3.6 Greater Geelong & The Bellarine Tourism Development Plan**

The Greater Geelong & Bellarine Tourism Development Plan was prepared in January 2016 and has been endorsed by the Board of Tourism Greater Geelong & Bellarine Inc in its capacity as the recognised and State funded Regional Tourism Board.

The Plan has been developed to identify projects which will assist in growing the visitor economy in Greater Geelong and The Bellarine over the next 10-15 years (refer to [Appendix 11](#)).

According to the Plan, visitation to Greater Geelong and The Bellarine is expected to grow significantly over the next 15 years, with an additional 1.2-1.7 million visitors to be attracted to the region by 2030.

Findings for the Bellarine North sub-region show the area captures a large number of overnight visitors staying in holiday homes or camping. Key opportunities include investment in large scale accommodation and further experiences around wineries, boating and seafood with investment in Portarlington Safe Harbour.

Clearly, construction of the Drysdale Bypass will improve visitor access to the Northern Bellarine and support regional economic development.

### **3.7 Preparation of a Settlement Strategy**

Council has embarked on a settlement strategy for the municipality, principally in response to forecast population growth and associated development pressures. Issues and discussion papers (July 2017) have been released for public comment which will inform the preparation of a draft Settlement Strategy.

The Issues Paper includes a Planning Directions map, shown at [Appendix 12](#).

For the purposes of the Settlement Strategy and discussion papers the municipality has been divided into Urban Geelong and the Bellarine Peninsula. The most recent estimate of Greater Geelong's population is 235,340 people at 30 June 2016, representing 2.4% annual growth or an additional 5,600 people from the 30 June 2015 figure.

A snapshot of Geelong's population finds:

*Greater Geelong is one of the fastest growing regions in Victoria with stronger population growth than all other regional municipalities combined.*

*The fastest growing areas within Geelong are those with greenfield land including Armstrong Creek, Leopold, Curlewis, Ocean Grove, Lara and Highton.*

*Geelong will continue to be a major population attractor due to its proximity to Melbourne, beaches, service and employment nodes, the range of housing products and lifestyle options (rural, coastal, small town, suburban, regional city) and the housing cost advantage compared to Melbourne.*

Housing data for the Bellarine shows that over 96% of dwellings constructed before 1940 are in urban Geelong, while just 3.8% are in the Bellarine Peninsula. After 1960 this ratio began to shift significantly so that by the end of 2015, just over 27% of dwelling stock in Greater Geelong is on the Bellarine.

The strong growth since the 1960s has been focused in the townships of Ocean Grove, Drysdale/Clifton Springs and Leopold. The nature and role of these towns are changing as more 'suburban' lots are provided and occupancy rates are closer to that

of urban Geelong. This indicates the towns are serving as largely full time residential and commuter towns.

In comparison, the smaller traditional holiday townships of Portarlington, Indented Head and St Leonards have much lower occupancy rates consistent with the roles of the towns.

We say that it can be expected that with the construction of the Bypass together with improved services in Drysdale, these smaller towns will become more attractive as commuter towns.

The Issues Paper also makes note of Council's long standing policies in relation to rural areas including:

*Protecting and enhancing the Bellarine Peninsula as a productive rural area with highly significant landscapes based on farming and environmental features.*

*Discouraging urban development outside settlement boundaries.*

*Limiting rural living development to existing precincts.*

*Directing growth to designated growth areas.*

What this means is the Settlement Strategy will need to consider the role of the Bellarine Peninsula and rural areas in establishing a sustainable settlement pattern for the City of Greater Geelong.

## 4 Proposed planning controls

Amendment C369 proposes to make the following changes to the Greater Geelong Planning Scheme:

- Apply additional land under the PAO3;
- Amend Clause 21.14 to include an additional strategy under 'Drysdale /Clifton Springs';
- Amend the Schedule to Clause 52.03 to include a new incorporated document titled *Drysdale Bypass April 2017*;
- Amend the Schedule to Clause 52.17 to include reference to the Drysdale Bypass project; and
- Amend the Schedule to Clause 81.01 to introduce the incorporated document titled *Drysdale Bypass April 2017* into the Greater Geelong Planning Scheme.

### 4.1 Public Acquisition Overlay maps

We support the application of the Public Acquisition Overlay Schedule 3 to additional land for the purpose of the Bypass.

We recommend that VicRoads consolidate land in the Farming Zone as far as practical to avoid the creation of fragmented lots.

### 4.2 Clause 21.14

We support the changes to Clause 21.14 with some minor improvements to the drafting (refer to [Appendix 13](#)).

### 4.3 Incorporated Document

We support the draft Incorporated Document subject to the following considerations/changes:

- ❖ Enlarge Figure 1 to a more legible scale over multiple map sheets to accurately identify the project area boundary and property boundaries.
- ❖ Remove private land within the project area boundary that does not form part of the Bypass road alignment.
- ❖ Sections 5.2 and 5.3 to be prepared in consultation with the City of Greater Geelong. Where land containing significant assets (such as drainage basins, large landscaped areas) are to ultimately be transferred to Council, such

assets identified in the Construction Environmental Management Plan(s) must be endorsed by Council officers.

- ❖ The final landscape plan to incorporate the recommendations contained in the Expert Evidence Report prepared by Mark Reilly, and that the plan be reviewed by Mr Reilly and Council officers prior to VicRoads approving the plan.
- ❖ The Native Vegetation Offset Management Plan to be approved by the Department of Environment, Land, Water and Planning.
- ❖ That the Panel consider a “principles” section to provide overarching project guidance under the key themes of:
  - Transport network efficiency
  - Road safety
  - Accessibility and connectivity
  - Environmental sustainability
  - Landscape and visual amenity

Council’s Environment Unit has provided additional comment copied in [Appendix 14](#).

#### **4.4 Access Management Strategy**

We submit that the *Drysdale Bypass Access Management Strategy* should be included as a reference document in Clause 21.14.

We suggest minor redrafting of the strategy to clarify the intention, role and function of each access location. Council traffic engineers will further consult with VicRoads in finalising the strategy and we welcome any recommendations from the Panel.

## **5 Conclusion**

The City of Greater Geelong continues to support Amendment C369 to the Greater Geelong Planning Scheme.

The Drysdale Bypass project represents a significant infrastructure investment by the Victorian Government to the benefit of the Drysdale and broader Bellarine community.

It is Council's view that the Amendment is strategically justified and provides the appropriate planning tools to deliver the Drysdale Bypass.

This completes the submissions of the Council.

# APPENDIX 1: GEELONG REGIONAL COMMISSION REPORT AND PANEL REPORT

## GEELONG REGIONAL COMMISSION

REPORT TO INDEPENDENT PANEL: AMENDMENT NO. 26 TO THE GEELONG REGIONAL PLANNING SCHEME

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### INTRODUCTION

In 1975 the Geelong Regional Planning Scheme was placed on public exhibition. This Scheme provided for a number of road reservations to provide for By-pass roads of the Drysdale/Clifton Springs area, Portarlington, Indented Head and St. Leonards area.

Concern was expressed both by Council and many residents that there was no documentation of the justification of either the need or the location of these By-pass roads.

Particular concern was expressed in regard to the Drysdale By-pass because of its impact on property and the number of houses which were affected by the route.

The Bellarine Shire Council lodged objections to the Drysdale By-pass and requested that this reservation be deleted from the Scheme until a planning investigation was carried out to consider the following:

- \* The necessity for the route;
- \* Its most advantageous location;
- \* The financial feasibility of the project; and
- \* The environmental effect of the proposed road.

The By-pass road was not deleted from the Scheme, but an agreement was reached between the Council, the Geelong Regional Commission and the Country Roads Board to form a Committee to carry out an investigation into the desirable location of a By-pass of Drysdale.

The Committee produced five reports:

- . Needs Report
- . Engineering Report
- . Environmental Report on Flora and Fauna
- . Planning Implications Report
- . Drysdale By Pass Summary Report: Location Investigation

The Summary Report was released for public exhibition in May 1981. Copies of the report were mailed to all owners and occupiers in the Investigation Corridor. Fifteen submissions were received, five of which either favoured or had no objection to the Favoured Route.

The Committee considered all submissions and recommended to the Shire of Bellarine, the Country Roads Board and the Geelong Regional Commission, that the preferred route be adopted as the route for a By-pass of Drysdale. The Committee also recommended that an amending Planning Scheme be prepared to remove the existing By Pass Reservation and to include the preferred route.

The Committee's recommendation was considered by the Shire of Bellarine on the 17th July, 1981. The preferred alternative was adopted and the proposed amendment was supported. The Country Roads Board advised that they had no objection to the exhibition of the preferred alternative and for deletion of the existing reservation. The Board also advised that it is "...prepared to assist with compensation for land acquisition by providing unclassified road grants, subject to the Council requesting the Board to do so, and agreeing to contribute to the cost on a basis to be determined between the Council and the Board." The Commission considered the Committee's recommendation on the 30th July, 1981, adopted the preferred route and resolved to exhibit the necessary rezoning as Amendment No. 26 to the Geelong Regional Planning Scheme.

The Amendment was certified by the Department of Planning on the 2nd October, 1981 and the Amendment was exhibited between the 25th November 1981 and 25th February, 1982.

#### THE EXHIBITED ALIGNMENT

The investigations undertaken to define the preferred alignment are detailed in the five documents produced by the Study Committee, copies of which are attached.

##### Need

The Bellarine Peninsula is experiencing a significant and sustained increase in both resident population and recreational use. The main means of access from Geelong to the townships of Drysdale/Clifton Springs, Portarlington, St. Leonards and Indented Head is via the Geelong/Portarlington Road, which passes through the township of Drysdale.

The alignment through the town is tree-lined and directly abutted by many houses. Although the road reservation is wide enough to provide for a dual highway, which could be required as early as 1987, the adverse impacts on the town would be severe. A by-pass located close to the town will remove through traffic, provide a safe residential environment, retain the existing character of the town and provide a safer and more efficient road facility for traffic. Finalisation of a by-pass route will remove uncertainty presently existing and permit public and private planning to proceed with confidence.

##### Preferred Alignment

Detailed investigations were carried out on five basic alternative alignments within the investigation corridor, having regard to:

- \* Location of houses
- \* Property boundaries
- \* Intersection design
- \* Cost
- \* Planning considerations
- \* Engineering performance

The alternatives were compared having regard to:

- \* Length
- \* Traffic service
- \* Alignment
- \* Cost estimates
- \* Severance and access
- \* Effect on property in private use
- \* Effect on property in public use
- \* Environmental impact
- \* Planning impact

The evaluation in the summary report concludes:

Alignment 1 is the route which passes closest to Drysdale and is presently reserved for a by-pass. It provides the most efficient local access route and does not affect any areas of environmental significance. The route does, however, cut through the fringe of the town. It affects the greatest number of houses (7) and places limitations on the future development of the town.

Alignment 2 generally reinforces the urban/rural boundary, and provides greater flexibility in regard to the development of the town. Dis-advantages are the number of houses affected (5), the effect on one environmental area, and impact on agricultural land.

Alignment 3 is located approximately 1 kilometre east of Drysdale and runs through high quality agricultural land, leaving an area of approximately 150 hectares of agricultural land between the by-pass and Drysdale. It affects one environmental area and is the most expensive of the alternatives.

Alignments 4 and 4A are located on the eastern boundary of the corridor, some 1.5 kilometres east of the town. The important environmental area of Sproat's water hole is affected by Alignment 4. Because of the routes' proximity to Martins Road, they result in poor intersection locations. Because of their length both routes are expensive.

Alignment 5 has been located to achieve the benefits of Alignment 2 in separating urban-rural land uses while minimising impact on existing development and agricultural land. It does not affect any environmental areas and provides flexibility in the future planning of the area between the by-pass and Drysdale. It affects four houses.

ALIGNMENT 5 is therefore considered to be the preferred alignment for a By-pass reservation of Drysdale.

#### SUBMISSIONS

During the period of exhibition five submissions were received of which the Commission determined to allow the three which raised no objections. Two submissions objected to the proposal and the Commission resolved, in accordance with the provisions of Sections 28 (1C) and 28 (1D) of the Town and Country Planning Act 1961, to refer the submissions for hearing by a panel appointed by the Minister for Planning.

The relevant submissions are:

- |      |  |
|------|--|
| 26/2 | Harwood & Pincott (Solicitors)<br>77 Moorabool Street,<br>GEELONG. 3220.<br>For: Mrs. D. Bjork     |
| 26/5 | Peter A. Bain (Solicitor)<br>82 Gheringhap Street,<br>GEELONG. 3220.<br>For: Mr. & Mrs. P.W. Crowe |

#### CONCLUSIONS

The location of the objectors' land is indicated on the attached plan. It is evident that these are the most affected properties and that the impact would be substantial. However, the location of the alignment is such that usable or saleable areas of land would be created. Particular regard is also being paid to the future zoning of these portions as part of the process of producing a Structure Plan to guide future development of Drysdale/Clifton Springs.

The problem of detrimental effects on property owners was examined carefully by the Committee and it is evident that any alignment is inevitably going to affect a number of dwellings, particularly along Murradoc Road, and that rural properties will be significantly affected. However, the preferred alignment minimises these problems as far as possible.

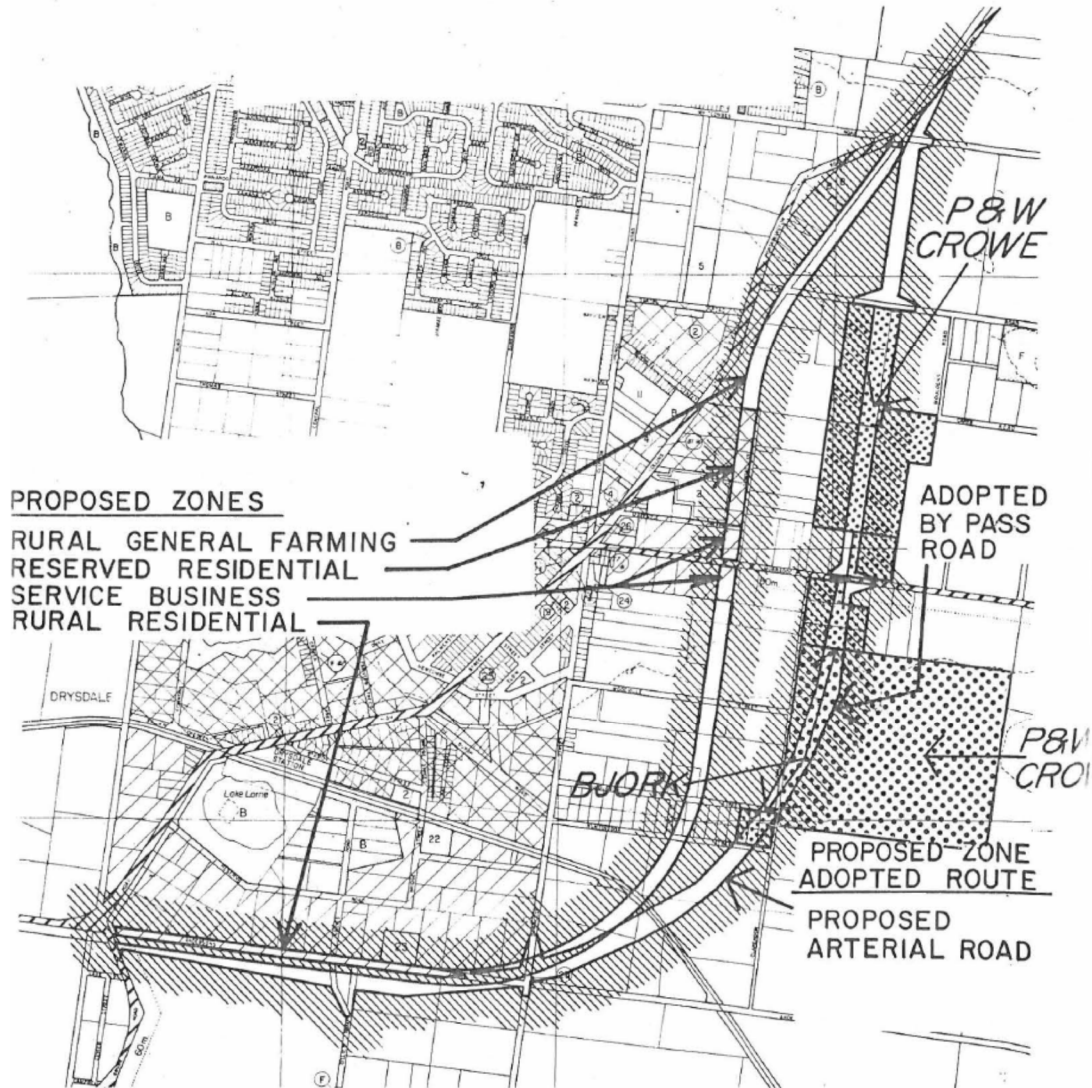
GEELONG REGIONAL PLANNING SCHEME

REZONING APPLICATION

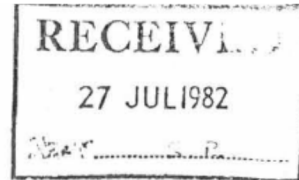
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CURRENT ZONE — PROPOSED ARTERIAL ROAD

CURRENT ZONE — RURAL GENERAL FARMING  
ADOPTED ROUTE



REPORT OF PANEL UNDER SECTION 28  
OF THE TOWN AND COUNTRY PLANNING ACT 1961



RE: AMENDMENT NO. 26 TO THE GEELONG REGIONAL PLANNING SCHEME  
(DRYSDALE BY-PASS ROAD)

The Panel, comprising Commissioner A. L. Dean, Mr. J. Bird and Mr. R.A. Nairn, Chairman, convened at 10.00 a.m. on Monday, 21st June, 1982 at the offices of the Geelong Regional Commission, to consider submissions received by the Commission.

A number of documents covering, or relevant to, background information, investigation and selection of the proposed By-pass route were tendered to the Panel for information. These are listed in the Appendix to this report.

The Panel considered objections in the form of typewritten submissions from:

Peter A. Bain, Solicitor, acting for Patrick William Crowe and Wendy Lorraine Crowe, of Murradoc Road, Drysdale; and

Harwood and Pincott, Solicitors, acting for Mrs. Bjork of Clarendon Road, Drysdale.

Explanatory statements were presented to the Panel by:

- Mr. M. Whitmore - representing the Geelong Regional Commission
- Mr. A. Robinson - representing the Country Roads Board
- Mr. I. Couper - representing the Shire of Bellarine

After considering all documentary and presented information, and following inspection of the locality of the Investigation Corridor and the alignment of the proposed reservation for the By-pass route, the Panel reached the following conclusions:

- (a) The projected traffic figures and supporting investigations clearly indicate the need to establish a reservation for a future By-pass.
- (b) The route selected (referred to as Alignment 5 in the documents) appears to be soundly based and offering minimum disturbance to properties and local environment generally, and there is nothing in the submitted objections which has sufficient force to alter that view.
- (c) The objections submitted by the two land-owners through their respective solicitors are of a general nature and appear to have the purpose of placing on record the fact that a number of their properties would be substantially affected by the proposed alignment.

- (d) In the matter of the objection by P. & W. Crowe, the proposed alignment would pass through the two parcels of current farming land, and after acquisition for that alignment the residue of the properties to the east of the alignment would still be sufficiently large for effective farming.


Furthermore, since there is an expressed intention in the planning documents that the proposed alignment would generally form a boundary separating semi-urban and agricultural land, it can be inferred that, in the matter of the residue of properties on the western side of the proposed alignment, the landowners would gain the benefit of any future rezoning to semi-urban use in that area.

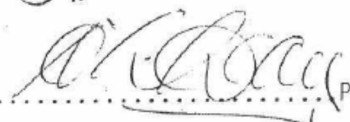
- (e) In the matter of objection by Mrs. Bjork, the benefit arising from future rezoning to any of the residual land on the western side of the proposed alignment would also apply in this case. However, with regard to the more southerly parcel of land comprising seven allotments, it is evident that the owner could suffer serious disadvantage if six only allotments were to be acquired for the By-pass, since the residence is located on the one allotment which is on the easterly side and not traversed by the alignment reserve. It would therefore be isolated in a rural zone.

The recommendations of the Panel are:

1. That the currently proposed alignment (Alignment No. 5) for the Drysdale By-pass reservation be adopted without alteration.
2. That in the matter of that southerly parcel of land comprising seven allotments and owned by Mrs. Bjork, any serious disadvantage to the owner in having the one residual allotment with the residence on the eastern and rural side of the By-pass alignment should be recognised and that the disadvantage should be removed by acquiring all seven allotments or by any other effective means.

.....Chairman

.....Panel Member

.....Panel Member

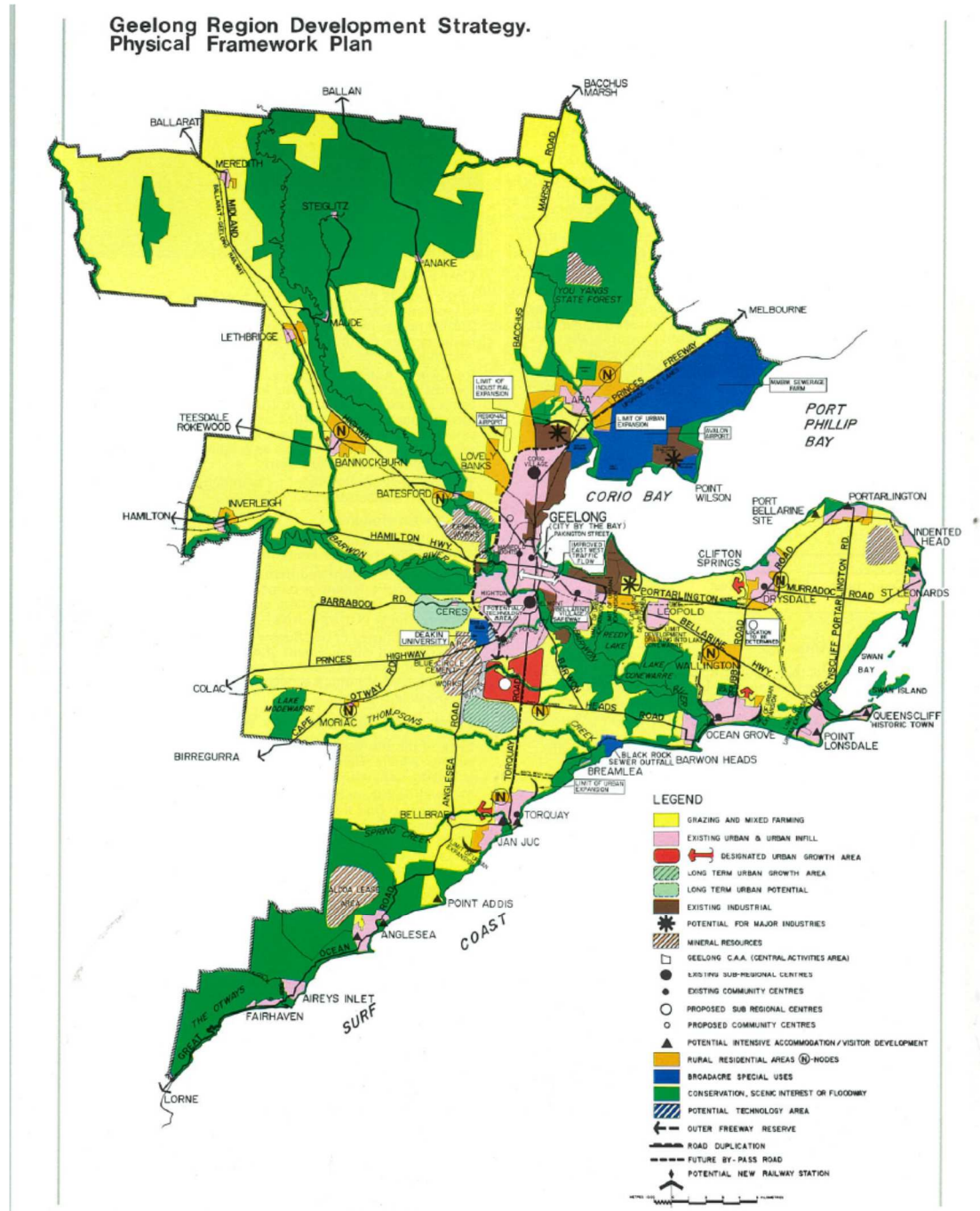
Date..... July 22<sup>nd</sup>, 1982 .....

APPENDIX TO PANEL REPORT  
AMENDMENT NO. 26

DOCUMENTS TENDERED TO THE PANEL FOR INFORMATION

<u>DOCUMENT</u>	<u>TENDERED BY</u>
Drysdale By-pass Study Flora & Fauna Report	Geelong Regional Commission
Drysdale By-pass Study Planning Implication Report	Geelong Regional Commission
Drysdale By-pass Study Engineering Report	Geelong Regional Commission
Drysdale By-pass Summary Report Location Investigation	Geelong Regional Commission
Report to Independent Panel: Amendment No. 26 to the Geelong Regional Planning Scheme	Geelong Regional Commission
Geelong Regional Planning Scheme: Amendment No. 26 - Drysdale By-pass Submission by Country Roads Board	Country Roads Board

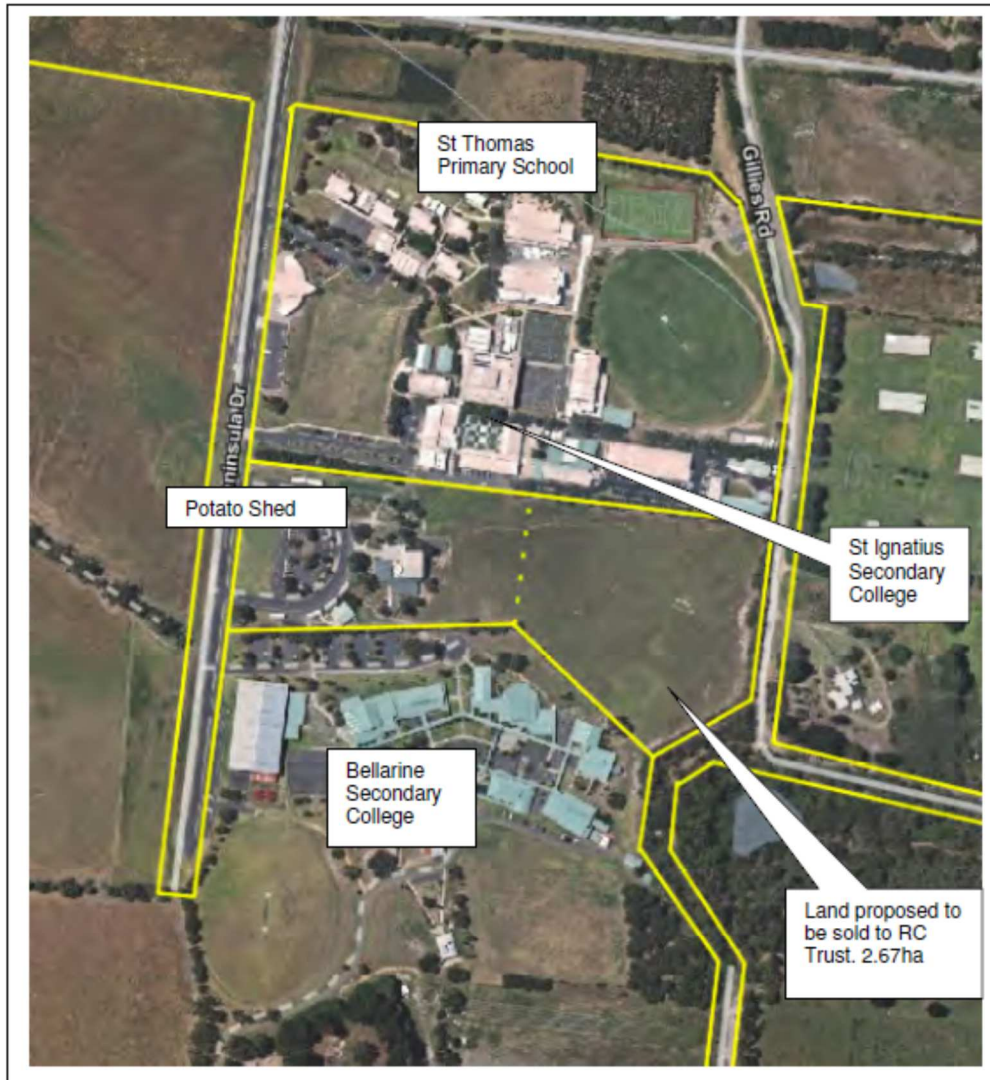
# APPENDIX 2: THE GEELONG REGION DEVELOPMENT STRATEGY



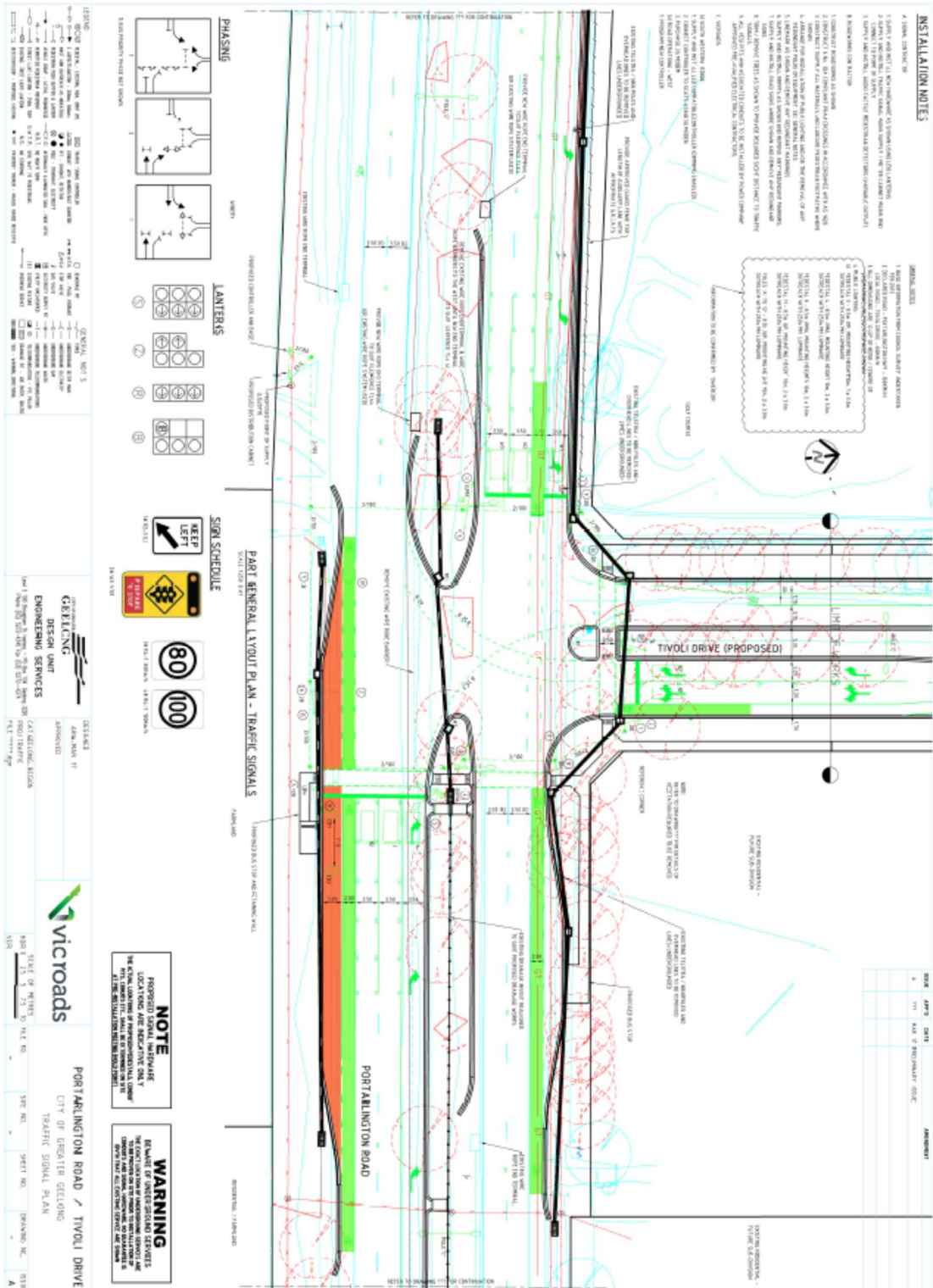
**APPENDIX 3: DRYSDALE SPORTS PRECINCT - DESIGN & CONSTRUCTION**



**APPENDIX 4: SCHOOLS & COUNCIL LAND - PENINSULA DRIVE**



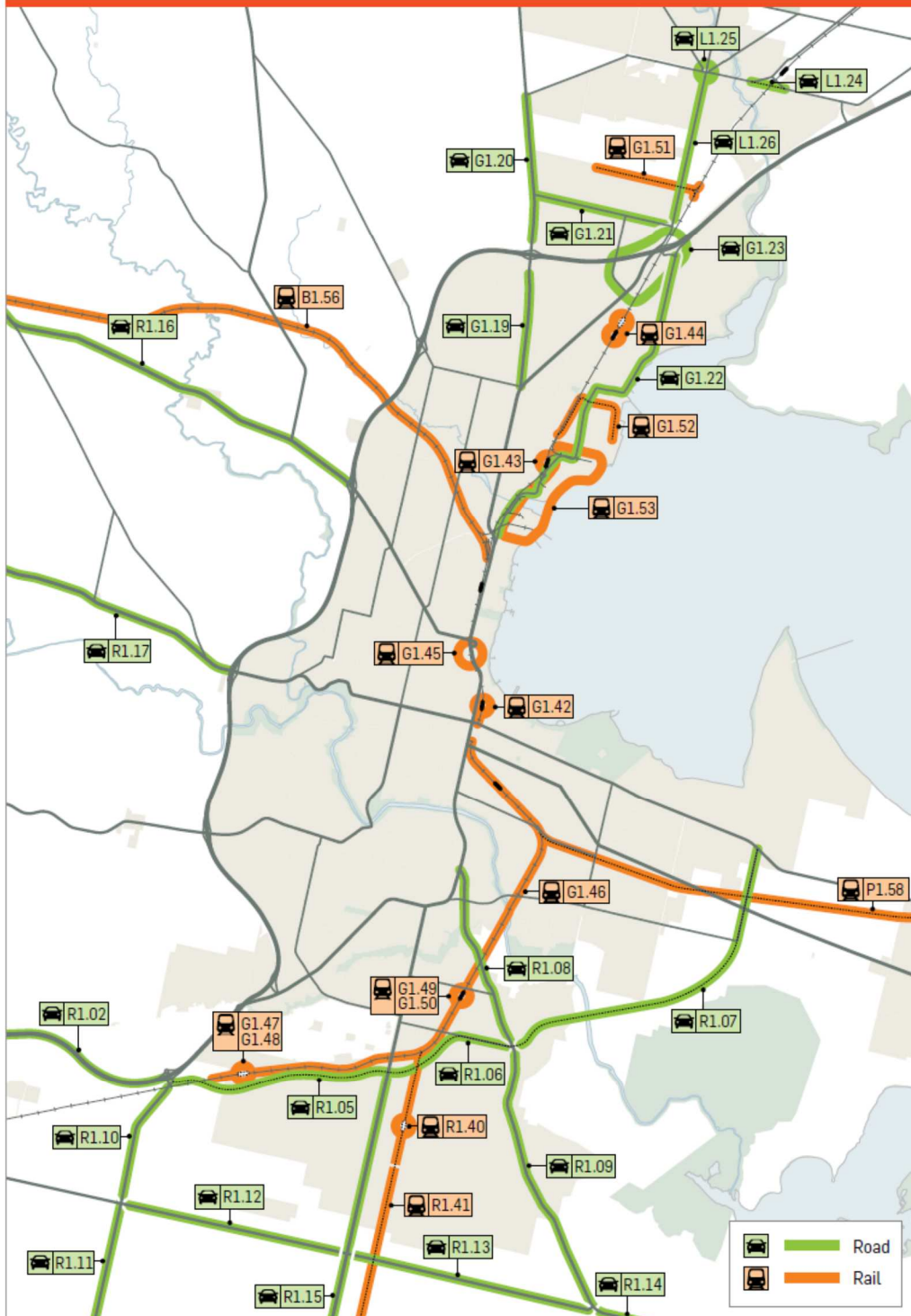
# APPENDIX 5: JETTY RD N-S CONNECTOR ROAD FUNCTIONAL DESIGN



**APPENDIX 6: G21 IMPLEMENTATION PLAN NOVEMBER 2013**



MAP 5 / TRANSPORT PROJECTS – GEELONG




G21 REGIONAL GROWTH PLAN – IMPLEMENTATION PLAN

## TRANSPORT

Ref.	Project title	Current Status	Delivery timeframe					Indicative cost \$M	Funding source
			2014-17	2017-20	2020-25	2025-35	2035-50		
 <b>ROAD</b>									
<b>REGIONAL</b>									
R1.01	Great Ocean Road upgrades	Planning	■				50	S,F	
Princes Highway upgrades									
R1.02	Waurin Ponds to Winchelsea duplication	Construction	■				220	S,F	
R1.03	Winchelsea to Colac duplication	Pre-construct	■				515	S,F	
R1.04	Colac to SA border safety improvements	Planning	■				50-100	S	
Geelong Ring Road Connection to Bellarine Peninsula									
R1.05	Anglesea Road to Surf Coast Highway (Section 4C)	Planning	■				110	S	
R1.06	Surf Coast Highway to Barwon Heads Road	Planning	■				60	S	
R1.07	Barwon Heads Road to Portarlington Road	Feasibility			■		200-300	S	
Barwon Heads Road duplication									
R1.08	Stage 1: Corio-Waurin Ponds Road to Reserve Road	Concept		■			70-140	S	
R1.09	Stage 2: Reserve Road to Lower Duneed Road	Concept			■		70-100	S	
Anglesea Road duplication									
R1.10	Ring Road to Mount Duneed Road	Planning	■				17.4	S	
R1.11	Mt Duneed Road to Great Ocean Road treatment	Feasibility		■			20	S	
Southern link road									
R1.12	Anglesea Road to Surf Coast Highway	Feasibility		■			50-60	S	
R1.13	Surf Coast Highway to Barwon Heads Road	Feasibility			■		50-60	S	
R1.14	Barwon Heads Road to Barwon Heads	Concept			■		15-20	S	
Other projects									
R1.15	Surf Coast Highway widening	Concept			■		50-80	S	
R1.16	Midland Highway duplication to Bannockburn	Feasibility			■		130-160	S	
R1.17	Hamilton Highway upgrade to Inverleigh	Feasibility			■		3-4	S	
R1.18	Deans Marsh-Lorne Road upgrade	Feasibility		■			5-10	S	

### KEY

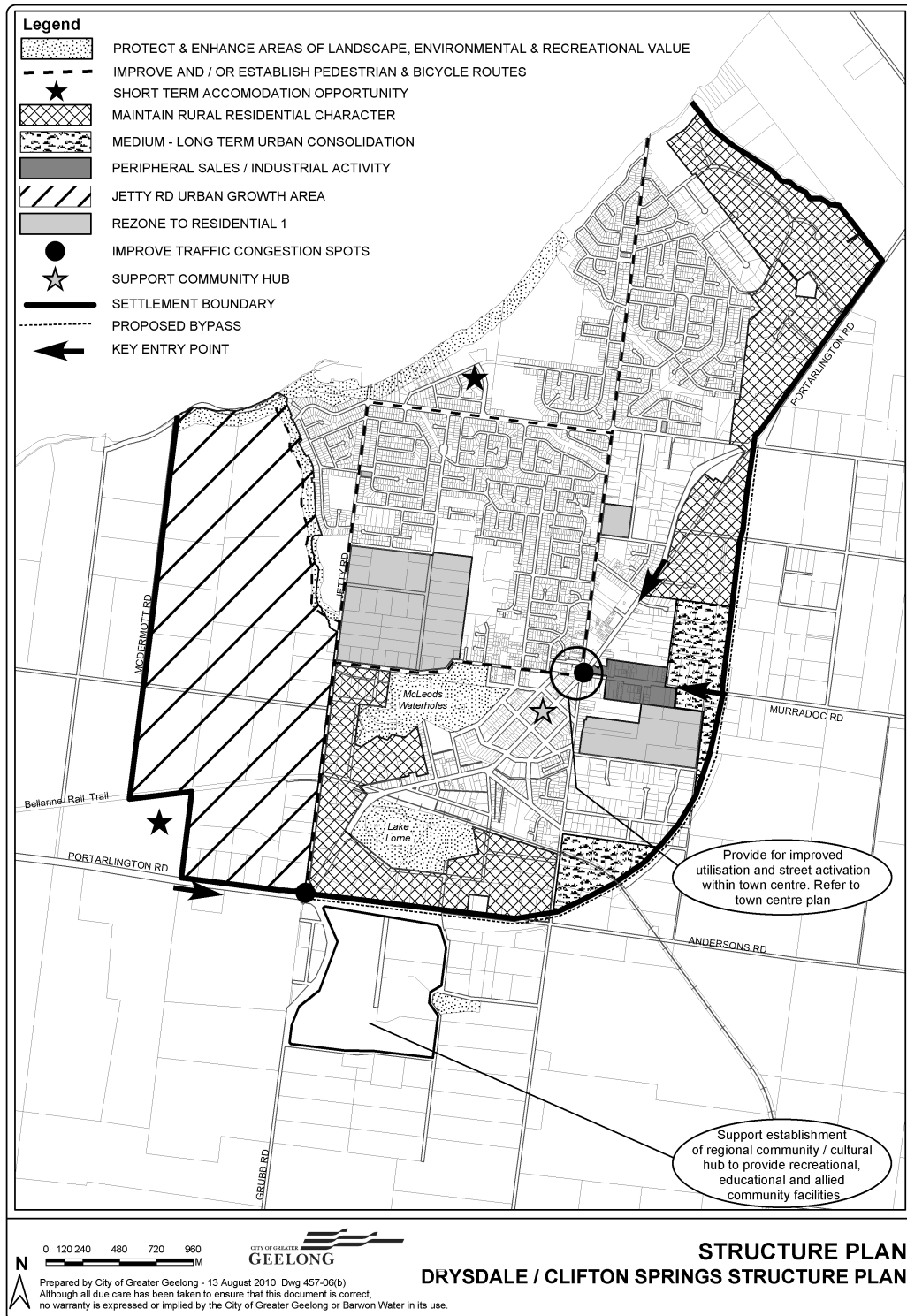
L Local government   S State government   F Federal government   O Other (private, internal & tariffs)   D Development contributions

Ref.	Project title	Current Status	Delivery timeframe					Indicative cost \$M	Funding source
			2014 - 17	2017 - 20	2020 - 25	2025 - 35	2035 - 50		
 ROAD									
<b>URBAN GEELONG</b>									
Geelong Port-GREP-Ring freight connections									
G1.19	Bacchus Marsh Road duplication – South	Planning	■				18	S	
G1.20	Bacchus Marsh Road duplication – North	Concept		■			30–40	S	
G1.21	Rebuilding of Heales Road for heavy freight	Planning	■				10	L,S,F	
G1.22	Port access and truck route improvements	Concept	■				50	S	
G1.23	Geelong Port – GREP – Princes Freeway heavy vehicle link	Concept		■		*	80–150	S,F	
<b>LARA</b>									
L1.24	McClelland Ave bypass and rail overpass	Feasibility	■				50	S	
L1.25	6-way intersection Forest Road-Station Lake Road	Feasibility		■			3–5	S	
L1.26	Forest Road South duplication	Concept			■		30–50	S	
<b>BELLARINE PENINSULA</b>									
P1.27	Drysdale bypass	Feasibility		■			100	S	
P1.28	Grubb Road duplication Ocean Grove	Feasibility			■		30	S	
P1.29	Bellarine Hwy duplication Grubb Rd – Queenscliff	Concept				■	60–80	S	
P1.30	Portarlington Road upgrades Drysdale – Portarlington	Concept				■	10–15	S	
<b>SOUTHERN GOLDEN PLAINS</b>									
B1.31	Bannockburn town centre road upgrades	Concept	■				5	L,S	
B1.32	Miltons Road bridge over Bruce's Creek	Concept		■			4–6	L,D	
B1.33	Bannockburn heavy vehicle route	Feasibility			■		15–20	S	
B1.34	Bannockburn-Skipton (C143) road upgrade	Concept		■			1–2	S	
<b>COLAC</b>									
C1.35	Colac-Apollo Bay road link improvements	Planning		■			30	S	
C1.36	Colac bypass	Concept				■	240	S,F	
C1.37	Access roads for timber and other industries	Pre-construct	■				3	S	
C1.38	Interior road and bridge upgrades	Pre-construct	■				13.5	L,S	

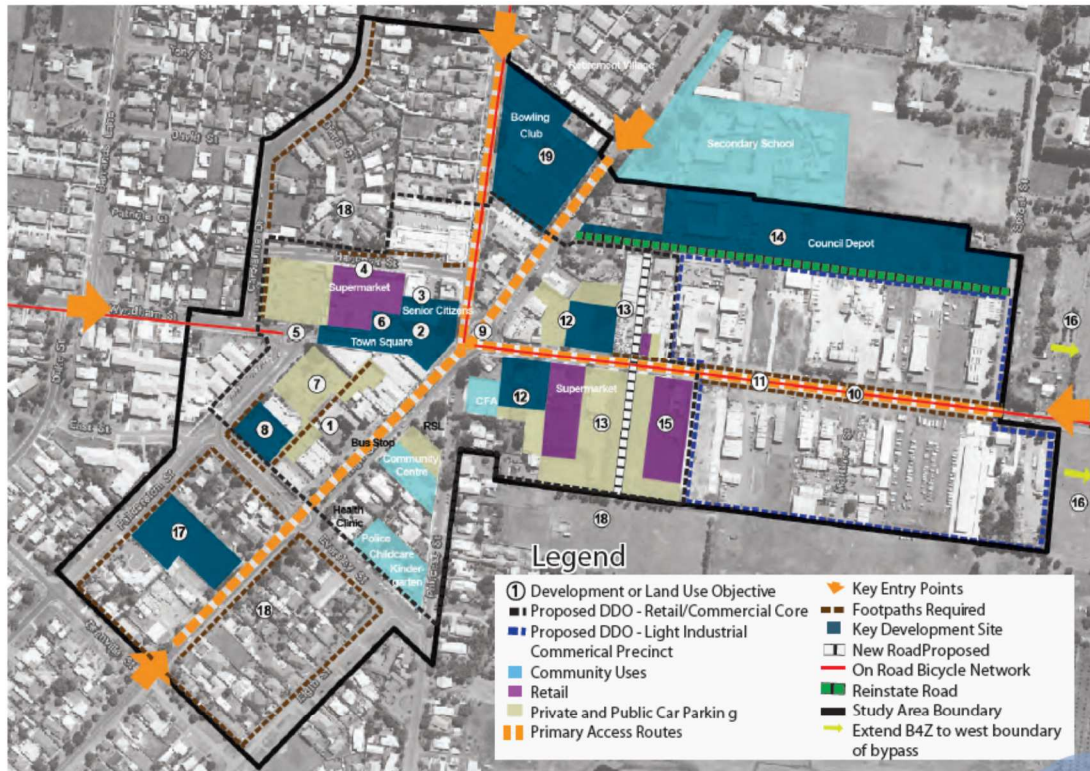
\* Further work required



# APPENDIX 8: DRYSDALE CLIFTON SPRINGS STRUCTURE PLAN



# APPENDIX 9: DRYSDALE URBAN DESIGN FRAMEWORK

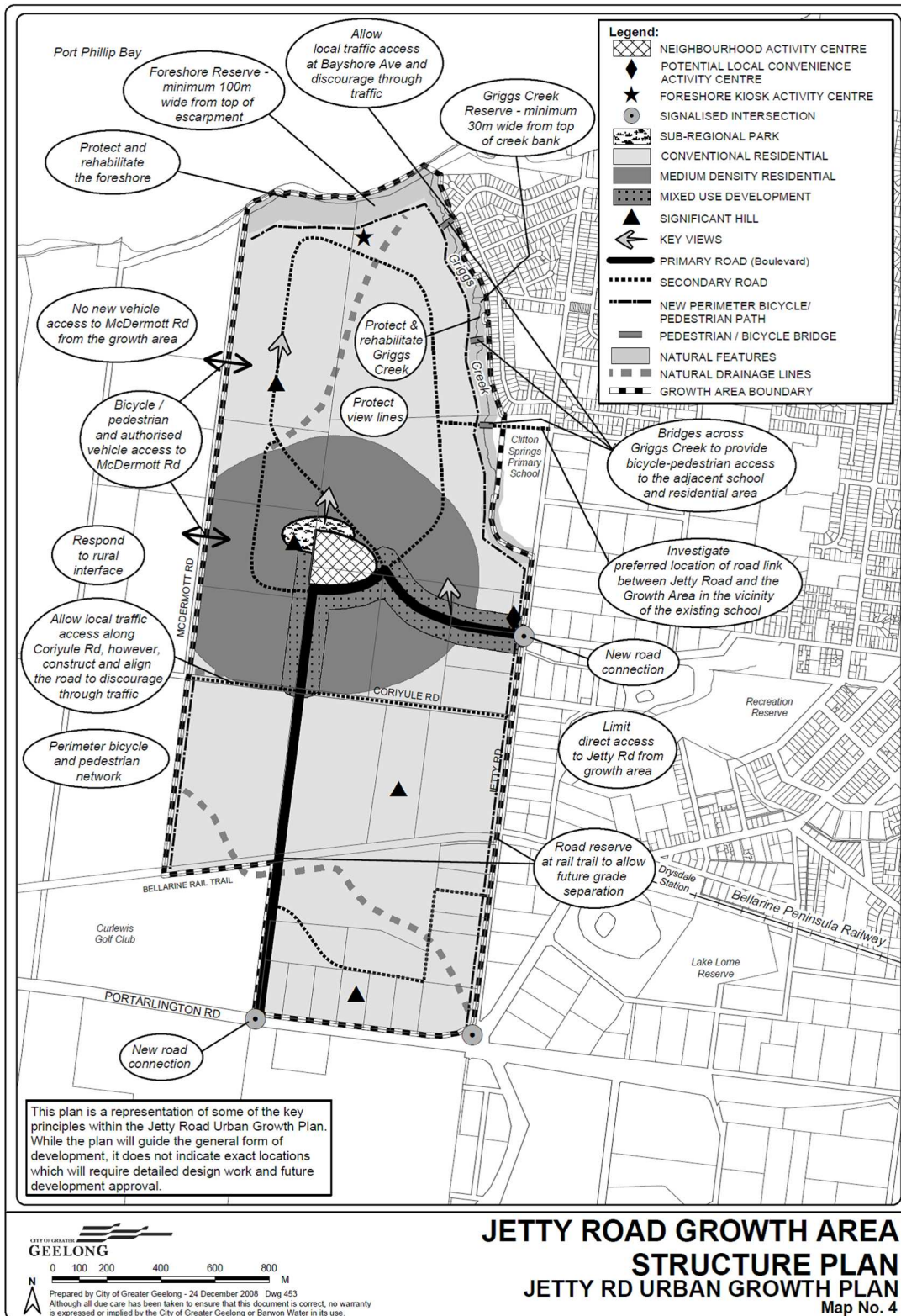


## Drysdale

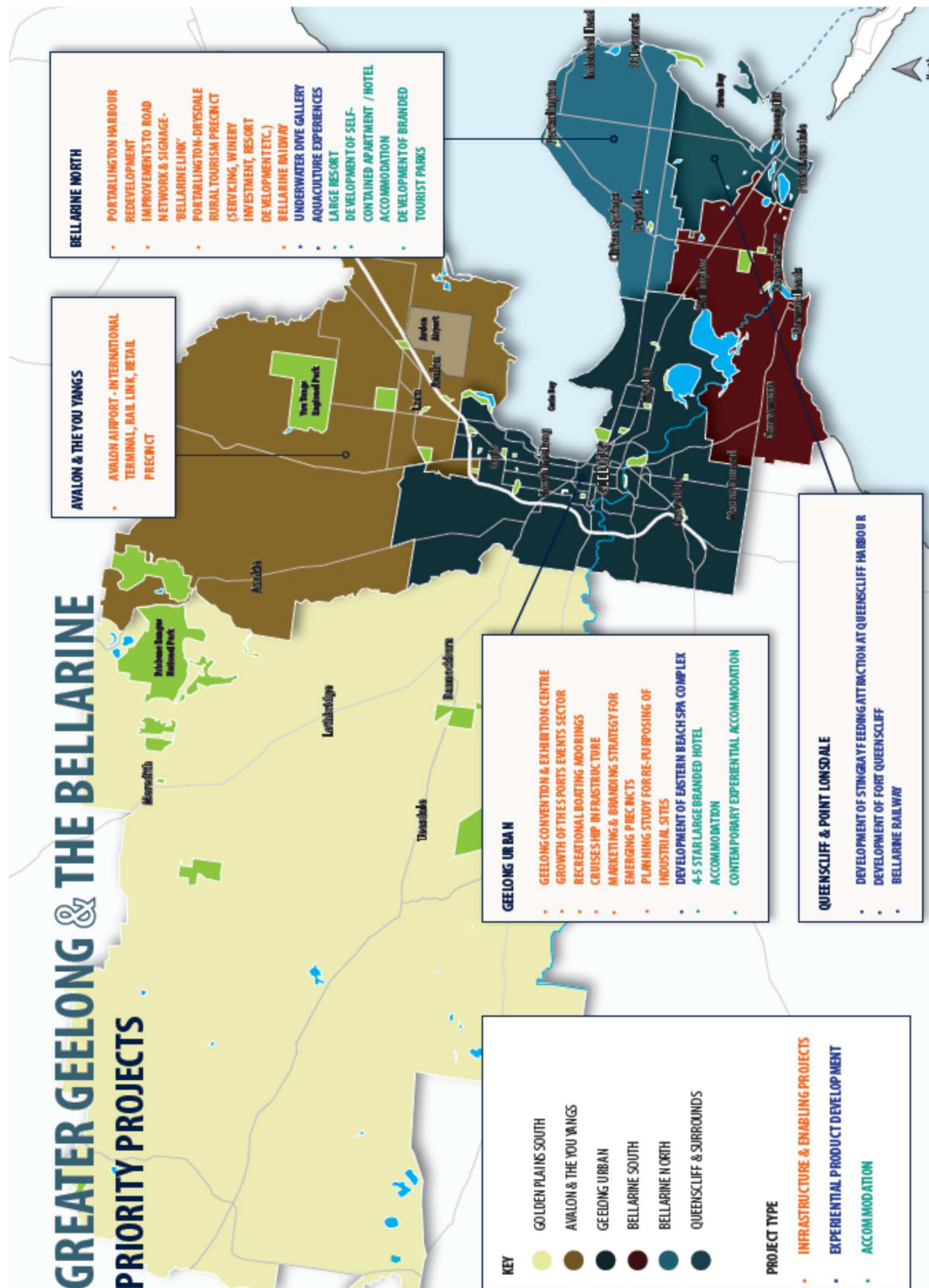
## Urban Design Framework

No.	Objective
1	Maintain the heritage and village characteristics of High Street while allowing an increase in height and built form up to 3 storeys. Encourage more active uses at ground level including shops and cafes with office and residential uses at the first and second levels.
2	Redevelop the town square to become a focal point and meeting place for the town incorporating landscaping, seating, public art, play space and a public event space.
3	Redevelop the Senior Citizens building into a community building that integrates with and opens up to the town square.
4	Redevelop the north façade of the existing supermarket to incorporate shops and offices to activate Hancock Street and replace the blank wall of the supermarket.
5	Reconfigure the western end of Wyndham Street to improve car park access, provide additional parking spaces and provide a public event space.
6	Opportunity for retail expansion with improved access, activity and connection to the town square.
7	Develop a more formal pedestrian link through the car park area located off Palmerston Street.
8	Encourage development that activates street frontages with development up to 3 storeys. Encourage shared car parking and vehicle access opportunities.
9	Replace the round-about with a signalised intersection.
10	Improve the functionality and appearance of the light industrial/commercial precinct along Murradoc Road.
11	Improve the Murradoc Road streetscape with the introduction of a service road and centre median strip that allows for street planting. Prepare a Streetscape Master Plan.
12	Expand the retail core to incorporate the western end of Murradoc Road including the Aldi Supermarket site. Encourage new retail development fronting Murradoc Road including shops and cafes.
13	Encourage the development of a north-south road connection.
14	Investigate the relocation of the Council depot and future redevelopment opportunities.
15	Support the development of large format retail on this site (supermarket).
16	Support the rezoning of land at the eastern end of Murradoc Road adjoining the Drysdale Bypass to a Business 4 Zone
17	Maximise opportunities to deliver community facilities and services while respecting residential interfaces.
18	Encourage the development of medium density housing around the town centre.
19	Discourage the use of the site for a supermarket.

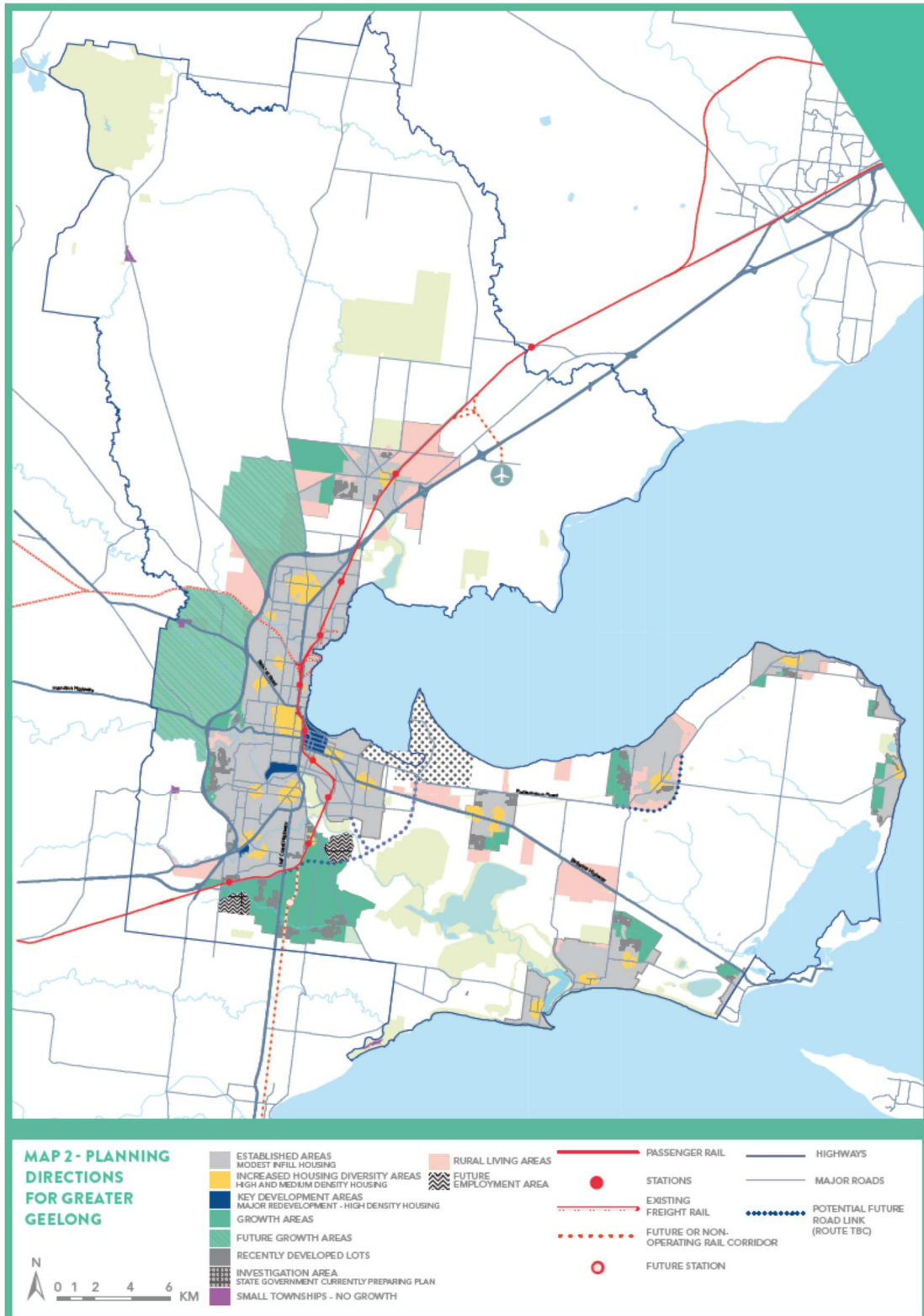
# APPENDIX 10: JETTY ROAD URBAN GROWTH PLAN



# APPENDIX 11: GREATER GEELONG & THE BELLARINE PRIORITY PROJECTS



## APPENDIX 12: SETTLEMENT STRATEGY DIRECTIONS MAP



## **APPENDIX 13: RECOMMENDED CHANGES TO CLAUSE 21.14**

- Support development of appropriate tourist accommodation around the Barwon Heads town centre.

**Drysdale/Clifton Springs:**

- Contain urban development within the defined settlement boundary on the Structure Plan map.
- Support the development of the Jetty Road Urban Growth Area and other areas identified for residential development on the Structure Plan map.
- Ensure new development incorporates sustainability principles including environmentally sustainable design, energy efficiency, connectivity and water sensitive urban design.
- Reinforce the Drysdale town centre as the primary retail centre including the development of an additional supermarket on the south side of Murradoc Road
- Provide for the expansion of the Drysdale town centre to the east along Murradoc Road.
- Locate future development of a service business or industrial nature in the identified precinct along Murradoc Road extending to the proposed Drysdale Bypass.
- Ensure vehicle access to the Drysdale Bypass accords with the VicRoads Drysdale Bypass Access Management Strategy (April XXXX 2017).
- Ensure the Drysdale Bypass is not edged by back fencing in the rezoning of land for conventional housing.
- ~~▪ Ensure new development opposite or in close proximity to the Drysdale Bypass road:~~
  - ~~▪ Accords with the VicRoads Drysdale Bypass Access Management Strategy (April 2017)~~
  - ~~▪ Minimises back fencing as viewed from the Bypass.~~
- Locate and integrate future education, community and recreation facilities to enhance their accessibility and to maximise joint use wherever possible.
- Develop the Council owned Palmerston Street site and the Drysdale Regional Community and Cultural Hub for community and recreation purposes.
- Ensure any development of short term tourist accommodation at the Curlewis Golf Course is located at the eastern end of the course in close proximity to the Jetty Road Urban Growth Area, functions as a minor component to the primary role of the site as a golf course and maintains the rural landscape character of the site.
- Provide additional bicycle and pedestrian opportunities throughout the townships including new footpaths and bicycle lanes.
- Provide for the creation of consolidated parking areas in the town centre.

**Point Lonsdale**

- Support low scaled and designed tourism opportunities on designated land identified on the Point Lonsdale Structure Plan map at Clause 21.14-12.
- Ensure new development strengthens the township's coastal village character and landscape setting by requiring a high standard of architectural and urban design response including;
  - Low scale forms
  - Articulation (materials, openings or features such as decks, balconies, wide eaves or canopies).
  - Contemporary design quality.

GREATER GEELONG PLANNING SCHEME

*City of Greater Geelong Municipal Reference Document, Coastal Spaces Landscape Assessment Study*, Planisphere, 2006.

*Point Lonsdale Structure Plan*, Planisphere, 2009 (amended November 2011).

*Drysdale Urban Design Framework*, City of Greater Geelong 2012.

[Drysdale Bypass Access Management Strategy](#), VicRoads, ~~April~~XXXX 2017.

## APPENDIX 14: COGG ENVIRONMENT UNIT COMMENTS

**From:** Bruce Humphries

**Sent:** Tuesday, 4 July 2017 2:43 PM

**To:** Peter Schembri

**Subject:** FW: Vic Roads Drysdale Bypass Project- Environment Unit comments

Peter,

Following on from the recent meeting you arranged regarding this project & the ability to provide some further clarification prior to the Panel Hearing I'd like to reinforce the following matters:

1. The Construction Environmental Management Plan (CEMP)

The reference documents cited in the Incorporated Document do not fully address all the appropriate reference documents for a CEMP. It needs to include reference to the following documents:

Civil Contractors Federation, Environmental Guidelines for Civil Construction, May 2010

Doing it Right on Subdivisions, Temporary Environmental Protection Measures for Subdivision Construction Sites, Publication 960, EPA, September 2004

Construction Techniques for Sediment Pollution Control, EPA, May 1991

As outlined below it will also need to be reviewed by an independent agency such as the City to ensure all of the key issues are included and addressed. The proposed works could have significant impacts on the water quality of local waterways including Lake Lorne, which the City manages as CoM. It is imperative that these matters are fully addressed in the CEMP.

2. Native Vegetation Offset Management Plan

Prior to the preparation of this document there is a significant body of work to be done by Vic Roads which this Unit has not yet seen. Due to the potential scale of native vegetation removal this would normally require the preparation of a specific report outlining how the overall vegetation removal has been avoided and minimised. The detailed design of the road alignment and associated drainage works need to factor in this principle using the data prepared in the GHD reports. It is unclear when this step in the process is occurring. It will be a critical phase of the detailed design in respect to the compliance with the State Native Vegetation Guidelines and inform the exact amount of offsets required to be purchased/found by Vic Roads.

Regarding the DELWP submission:

The matters raised by DELWP should be key items to include within the final version of the CEMP document that is reviewed by DELWP & CoGG & forms the basis of the delivery of works on site by the contractors.