

PANEL SUBMISSION



GREATER GEELONG PLANNING SCHEME AMENDMENT C372 AND PLANNING PERMITS 662/2017 & 663/2017

HAMS ROAD, WAURN PONDS REZONING AND SUBDIVISION

Part A Submission to the Independent Panel

Panel: Sarah Carlisle (Chair), Catherine Wilson

Date: 15 August 2019

Prepared by: Peter Smith, Coordinator Strategic Implementation
on behalf of City of Greater Geelong

Contents

- A. BACKGROUND TO THE AMENDMENT AND CHRONOLOGY4**
- INTRODUCTION4
- SUMMARY OF THE AMENDMENT AND PERMIT4
- CHRONOLOGY OF EVENTS5
- AMENDMENT C276.....5
- C372 APPLICATION AND SUPPORTING DOCUMENTS6
- THE PROPOSED AMENDMENT7
- THE PROPOSED PLANNING PERMITS AND SUBDIVISION8
- SECTION 173 AGREEMENT9
- CONSIDERATION OF THE PROPOSAL AND REFERRALS9
- COUNCIL RESOLUTION TO PREPARE AND EXHIBIT12
- MINISTERIAL AUTHORISATION12
- EXHIBITION 13
- SUBMISSIONS RECEIVED.....13
- PROPONENT RESPONSE TO SUBMISSIONS13
- COUNCIL RESOLUTION REGARDING THE SUBMISSIONS13
- B. STRATEGIC CONTEXT AND ASSESSMENT15**
- REGIONAL SITE CONTEXT15
- LOCAL SITE CONTEXT16
- ZONING 18
- OVERLAYS 19
- STRATEGIC ASSESSMENT20
- OTHER RELEVANT STRATEGIC MATTERS AND AMENDMENTS21
- ARMSTRONG CREEK URBAN GROWTH PLAN21
- G21 REGIONAL GROWTH PLAN22
- SETTLEMENT STRATEGY23
- AMENDMENT C395GGEE24
- C. ISSUES IDENTIFIED IN SUBMISSIONS26**
- TRAFFIC - GHAZEPORE RD26
- TRAFFIC - INTERSECTION OF HAMS RD, GHAZEPORE RD AND SUGARGUM DVE27
- TRAFFIC – GRANGE PARK DVE28
- TRAFFIC – TRAFFIC REPORT28
- TRAFFIC – SINGLE POINT OF ENTRY / EMERGENCY VEHICLE ACCESS29
- CYCLING 29
- HOUSING DENSITY - LOT SIZES / NEIGHBOURHOOD CHARACTER30
- SOCIO ECONOMIC/CRIME31
- STUDENT HOUSING32
- FLOODING AND DRAINAGE32
- SERVICING 33
- ENVIRONMENTAL IMPACTS, OPEN SPACE34
- NOISE IMPACTS34
- AIR QUALITY35

BORAL QUARRY BUFFER.....	36
PUBLIC CONSULTATION.....	36
D. STATUTORY REFERRALS - PERMIT APPLICATIONS.....	37
DETERMINING REFERRAL AUTHORITIES	37
RECOMMENDING REFERRAL AUTHORITIES	37
E. CHANGES TO THE AMENDMENT IN RESPONSE TO SUBMISSIONS.....	38
APPENDICES	39
APPENDIX 1 – REQUEST FOR FURTHER INFORMATION LETTER OCT 2017.....	40
APPENDIX 2 – AUTHORISATION FOR C372 FROM THE MINISTER’S DELEGATE	43
APPENDIX 3 - RESPONSE TO STRATEGIC ASSESSMENT GUIDELINES	45
APPENDIX 4 – EXTRACT FROM COUNCIL REPORT ON SETTLEMENT STRATEGY	51
APPENDIX 5 – REVISED DDO SCHEDULE.....	52
LIST OF FIGURES	
Figure 1 - Proposed Rezoning Map.....	7
Figure 2 – Original Subdivision Master Plan lodged with 2017 application (MP5)	8
Figure 3 – Overall Subdivision Master Plan MP17 (Exhibited Version)	11
Figure 4 - Map showing location of nearby submitters.....	14
Figure 5 - Regional context map	15
Figure 6 - Local context map.....	17
Figure 7 - Existing Zoning	18
Figure 8 – Existing Overlays Map.....	19
Figure 9 - G21 Land Supply Map.....	23
Figure 10 - Settlement Strategy Housing Framework Plan	25

A. BACKGROUND TO THE AMENDMENT AND CHRONOLOGY

Introduction

1. This Part A submission has been prepared by the Planning Authority, the City of Greater Geelong in response to the Panel Direction (no.2) issued on 25 July 2019 which states:

*“Council must provide a Part A submission to parties on the distribution list by **2.00pm on Thursday 15 August 2019** that includes:*

- a. background to the Amendment including chronology of events*
 - b. strategic context and assessment*
 - c. issues identified in submissions*
 - d. a list of statutory referral authorities for each permit application*
 - e. any suggested changes to the Amendment in response to submissions.”*
2. The structure of this Part A submission follows the above Panel Direction. A further “Part B” submission will be presented at the Panel Hearing on 22 August 2019. The Panel has directed that Council’s Part B submission includes: summary of issues raised in submissions; how the issues raised relate to permit conditions; how the proposal provides net community benefit; a response to expert evidence; Council’s final position on the amendment; and the Boral Work Authority for its quarry south of the site.

Summary of the amendment and permit

3. The land affected by the amendment is 35 & 69-93 Hams Road, Waurm Ponds and a Barwon Water reserve north of the railway line. The land affected by the permit application is only 35 & 69-93 Hams Road, Waurm Ponds. In this submission the “subject land” refers to 35 & 69-93 Hams Road.
4. The amendment proposes to rezone the subject land from the Farming Zone to the General Residential Zone with a Design and Development Overlay and rezones the Barwon Water reserve to Public Use Zone.
5. The two permit applications (662/2017 and 663/2017) seek approval for multi-lot subdivision, removal of native vegetation and variation to restrictions and easements.
6. The person who requested the amendment/permits is Taylors Development Strategists on behalf of the proponents, Waurm Ponds Trust and Echin Pty Ltd.

Chronology of events

7. As requested in the Panel Directions, the following is a brief chronology of the key events relating to the amendment and permit applications for the site:

5 Oct 2016 – pre-application meeting – CoGG and Taylors (acting for proponent)

11 Nov 2016 – letter from Taylors advising of intention to lodge application

19 May 2017 – incomplete application lodged

29 June 2017 – Taylors lodge full application for amendment and permits with fees

2 Aug 2017 – Application and technical reports referred to internal City depts.

4 Aug 2017 – Application and technical reports referred to external govt agencies

10 Oct 2017 – Request for Further Information (RFI) letter issued to applicant

16 May 2018 – Taylors submitted response to RFI and revised application docs

15 June 2018 – Revised application re-referred internally and externally

July – Aug 2018 – Comments from CoGG officers / external agencies

30 Nov 2018 – Further revised application document provided by applicant

11 Dec 2018 – Council resolves to prepare and exhibit amendment C372

11 Jan 2019 - Council requests Ministerial authorisation

20 Feb 2019 – Minister’s delegate authorises amendment exhibition

13 Mar to 26 Apr 2019 – Public Exhibition

25 June 2019 – Council considers submissions and resolves to refer to a Panel

26 June 2019 - CoGG writes to Planning Panels Victoria to request Panel

22 July 2019 – Panel Directions Hearing

25 July 2019 – Panel issues timetable and directions

22 August 2019 - Panel hearing to commence

8. As part of Council’s Part B submission we intend to further expand on the planning and zoning history of the Waurm Ponds area and the site.

Amendment C276

9. A previous rezoning proposal for the land (Amendment C276) was exhibited in 2014 but was subsequently abandoned by Council on 28 April 2015 due to community opposition.

10. Residents in the adjoining Grange Park Estate were concerned at potential car movements through the local street network and opposed the density of housing proposed next to Grange Park which has larger than normal house block sizes.
11. Amendment C276 was a rezoning with a Development Plan Overlay and didn't include a planning permit application or master plan showing the proposed layout.

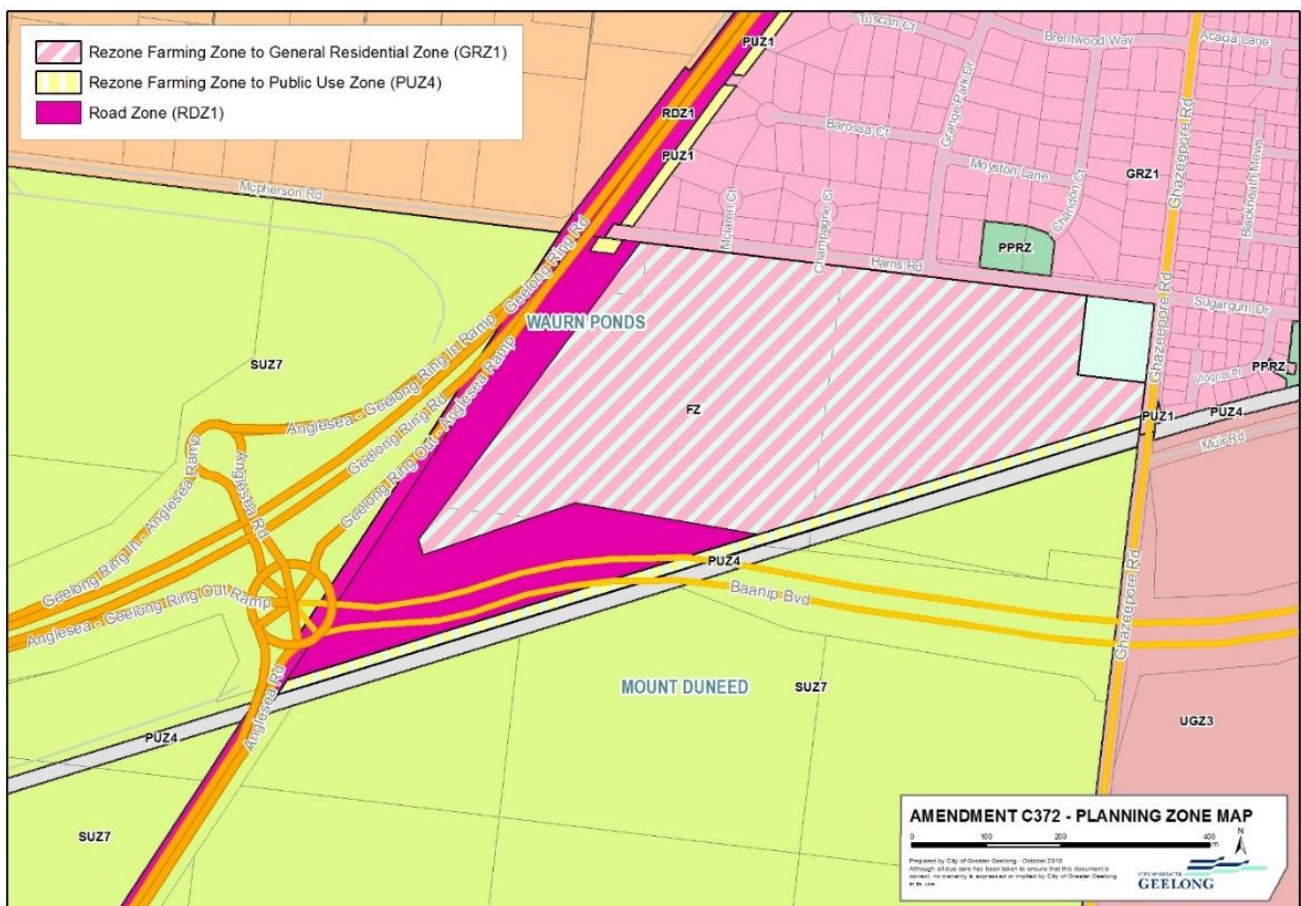
C372 application and supporting documents

12. On 29 June 2017 Taylors Development Strategists, on behalf of the two landowners, lodged a combined planning scheme amendment and two planning permit applications to allow a multi lot subdivision at 35 & 69-93 Hams Rd, Waurn Ponds.
13. The application was accompanied by a suite of technical reports and masterplans. The reports and plans have been through several iterations as documented in the chronology. The final set of application documents that was exhibited is listed below (as hyperlinks to the documents on the City's website):
 - Town Planning Report - Taylors 2018
 - Urban Design Masterplan - Taylors 2019
 - Traffic Assessment - Traffix Group 2018
 - Flood Modelling - Water Technology 2018
 - Surface Water Management Strategy - Neil Craigie 2013
 - Flora and Fauna Assessment - Practical Ecology 2018
 - Growling Grass Frog and Bird Surveys - Practical Ecology 2015
 - Noise Assessment - Marshall Day Acoustics 2018
 - Preliminary Site Assessment Tonkin and Taylor Jan 2018
 - Safety Management Study High Pressure Gas Pipeline - OSD 2014
 - Buffer Study - GHD 2018
 - Cultural Heritage Management Plan - 2018
14. In addition to the above reports a further document - Powercor Sub Station Acoustic Report - Watson Moss Growcott 2018 was provided by Powercor and exhibited.

The proposed amendment

15. The Amendment proposes to rezone land at 35 and 69-73 Hams Road, Waurn Ponds from the Farming Zone to the General Residential Zone with a Design and Development Overlay and rezones an adjoining Barwon Water reserve to the Public Use Zone. Figure 4 on the next page shows the rezoning.
16. Specifically, the Amendment:
 - rezones land at 35 & 69-93 Hams Rd, Waurn Ponds from Farming Zone (FZ) to General Residential Zone – Schedule 1 (GRZ1);
 - rezones the land within the Barwon Water reserve (north of the railway line) from Farming Zone (FZ) to Public Use Zone (PUZ1);
 - introduces and applies a new Design and Development Overlay Schedule 45 (DDO45) to 35 & 69-93 Hams Rd, Waurn Ponds.

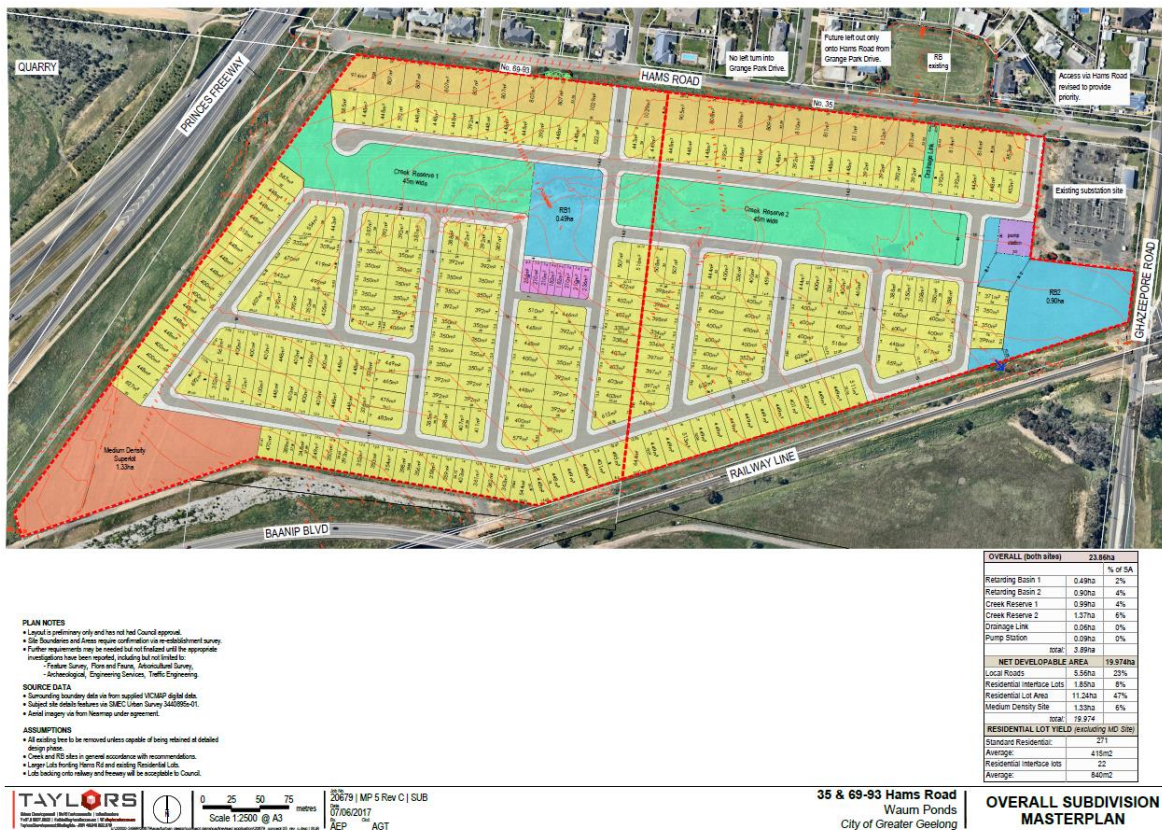
Figure 1 - Proposed Rezoning Map



The proposed planning permits and subdivision

17. The amendment is accompanied by two planning permit applications under section 96A of the Planning and Environment Act 198 as follows:
 - PP662/2017 for multi lot subdivision of the land at 35 Hams Rd owned by Waurn Ponds Trust; and
 - PP663/2017 for multi lot subdivision of the land at 69-93 Hams Rd owned by Echin Pty Ltd.
18. A copy of the subdivision masterplan (Version MP5) lodged in June 2017 is below.
19. This masterplan had a lot yield of 271 standard residential lots, 22 large interface lots and a 1.3 ha medium density super lot which potentially could yield another 26 dwellings (at 20 lots per ha). This would provide a total of around 320 lots.
20. Masterplan MP5 relied on a linear, rectangular reserve as its open space. This reserve partly followed the creek alignment and was accompanied by in line drainage basins. The plans shows lots backing on to the railway line for most of its length adjoining the subject land.

Figure 2 – Original Subdivision Master Plan lodged with 2017 application (MP5)



Section 173 Agreement

21. Developer contributions and offsite works are dealt with via a Section 173 Agreement between Council and the two landowners. Council engaged Harwood Andrews lawyers to prepare a draft Agreement based on a previous one prepared for Amendment C276. The Agreement was provided to the proponents for comments and has support.
22. A draft Agreement was exhibited alongside the amendment and obligates the owner to provide the following as part of the subdivision of the land:
 - Intersection works at the Hams Road and Ghazeeepore Road junction;
 - Upgrades to Hams Road;
 - Upgrades to Ghazeeepore Road;
 - External drainage works – including within the VicRoads reserve, the Ghazeeepore Road culvert and the Geelong-Warrnambool railway culvert;
 - Community Infrastructure Contribution (voluntary) – of \$2670 per lot;
 - Public Open Space Contribution - 10% of all developable residential land in the subdivision (unencumbered), or 10% of site value or a combination of both; and
 - Public Open Space Improvements – including landscaping, fencing, seating, signage, playgrounds and the waterway shared pathways.
23. Council's obligation is to collect and apply the Community Infrastructure Contribution to community infrastructure projects in Waurm Ponds/Grovedale areas.

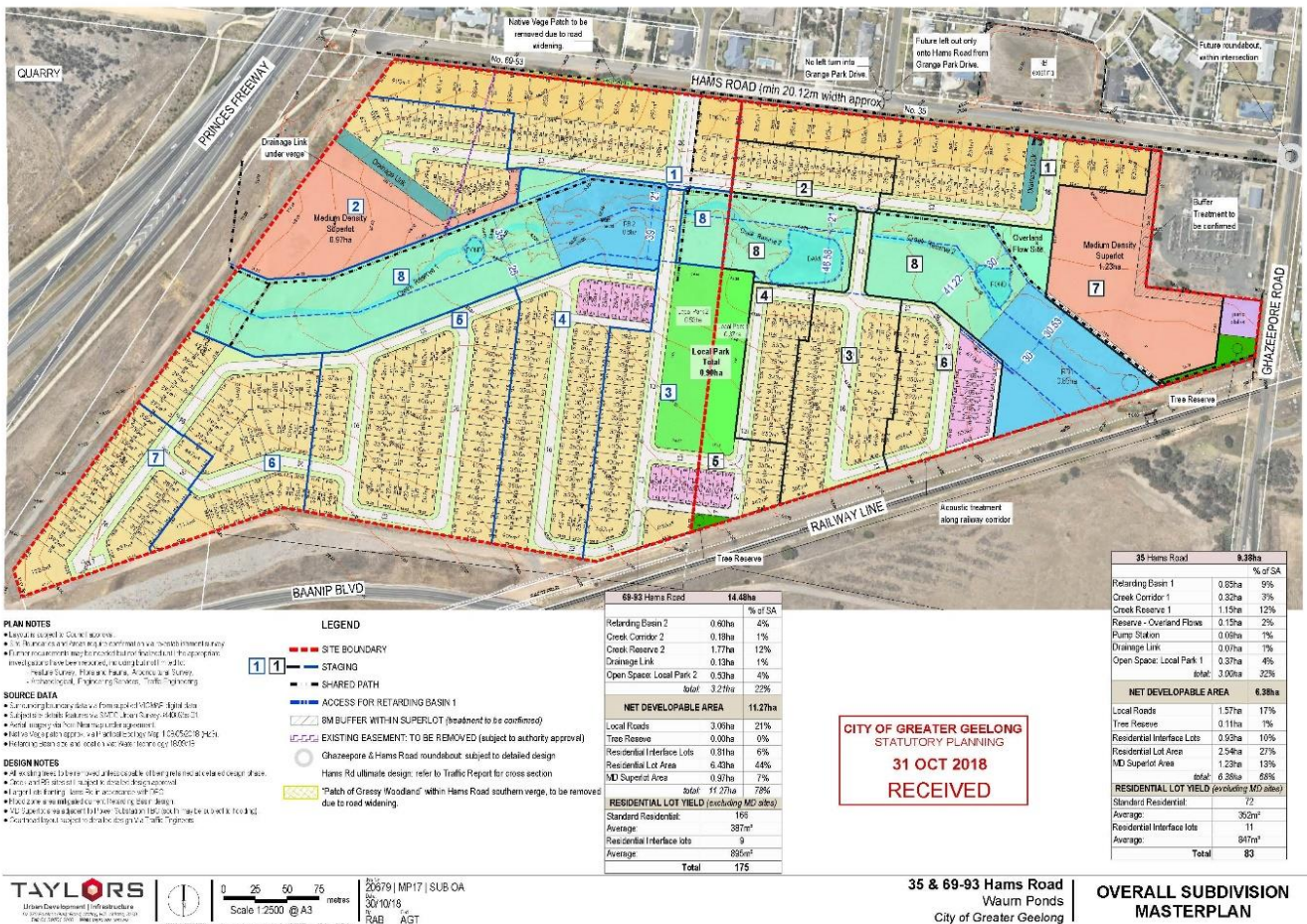
Consideration of the Proposal and Referrals

24. As documented in the chronology, the application (including technical reports and masterplans based on MP5) was referred to the internal Council departments and the following external government authorities for comment in August 2017:
 - Barwon Water
 - Corangamite Catchment Management Authority
 - Country Fire Authority
 - Dep of Economic Devt, Jobs, Transport & Resources (Earth Resources)
 - Dep of Economic Devt, Jobs, Transport & Resources (Transport)
 - Department of Environment Land Water & Planning
 - Downer Tenix (SP Ausnet)

- Environment Protection Authority
 - Nbnco Limited
 - Optus and Vodaphone
 - Powercor Australia Ltd
 - VicRoads
 - VicTrack
 - Wathaurung Aboriginal Corporation
25. The feedback from the initial referral was that the application lacked detail in several areas and required further work. Council officers issued a “request for further information” letter to the applicant on 10 October 2017 requesting a response to a list of twenty issues that had been raised by Council officers and referral authorities (see Appendix 1).
26. The applicant took several months to undertake further investigations and refine the plans as requested in Council’s letter.
27. On 16 May 2018 the applicant responded to Council’s request for further information. An updated set of plans and reports were submitted including:
- Traffic Engineering Assessment
 - Flood Modelling
 - Flora and Fauna Assessment
 - Urban Design Masterplan
 - Town Planning Report
 - Acoustic Report
 - Site investigation (soil contamination)
 - Buffer study (from quarry)
28. These documents were then re-circulated for comment and further feedback was provided to the applicant. The end result is a version of the masterplan (MP17) that Council officers generally supported and were willing to recommend for public exhibition (see Figure 3 below).
29. A summary of the development as detailed in the MP17 masterplan includes:
- A potential total of around 300 residential lots/dwellings including:

- 238 conventional residential lots;
- 20 larger 'interface' lots on Hams Rd with an average of 850 sq m;
- Two medium density 'super lot' sites that could yield 40 dwellings;
- A 0.9 ha local park central to the site;
- A creek reserve with an average width of 30m either side of the creek;
- Traffic treatments to discourage increased use of Grange Park Drive;
- A new roundabout at the intersection of Hams Road and Ghazeeport Road;
- Drainage retarding basins on each title; and
- A sewer pump station for the development.

Figure 3 – Overall Subdivision Master Plan MP17 (Exhibited Version)



Council resolution to prepare and exhibit

30. On 11 December 2018 Council considered a Council officer's report on the proposal and made the following decision:

That Council:

- 1) *supports the preparation and exhibition of Amendment C372 to the Greater Geelong Planning Scheme to:*
 - a) *rezone land at 35 & 69-93 Hams Rd, Waurn Ponds from Farming Zone (FZ) to General Residential Zone – Schedule 1 (GRZ1);*
 - b) *rezone the land within the Barwon Water reserve (north of the railway line) from Farming Zone (FZ) to Public Use Zone (PUZ);*
 - c) *introduce and apply a new Design and Development Overlay (DDO) to 35 & 69-93 Hams Rd, Waurn Ponds;*
- 2) *considers the application for two planning permits for multi-lot subdivision and removal of native vegetation at 35 & 69-93 Hams Rd, Waurn Ponds concurrently with the preparation of the Amendment, in accordance with the provisions of Section 96A of the Planning and Environment Act 1987;*
- 3) *resolves to prepare and exhibit a draft Section 173 Agreement, as outlined in this report, concurrently with the Amendment; and*
- 4) *requests the Minister for Planning to authorise the preparation and exhibition of Amendment C372 and Planning Permits 662/2017 & 663/2017.*

Ministerial Authorisation

31. Council officers requested authorisation on 11 January 2019. DELWP officers requested further information on matters relating to the Boral quarry land buffer.
32. During January and February 2019 Council officers exchanged several emails and phone conversations with the proponent, DELWP and the Earth Resources Regulation branch of the Department of Jobs, Precincts and Regions (DJPR). DJPR was concerned about residential development on land within the 250 metres buffer from potential extractive industry on the Boral land. Eventually the issue was resolved with agreement being reached on proposed planning permit conditions and DDO wording to ensure that no development could occur within the buffer without further agreement from DJPR
33. The Minister's delegate authorised the amendment preparation and exhibition on 22 February 2019 – see Appendix 2.
34. The authorisation included a requirement:

“To ensure the issue of the buffer to the adjacent quarry is fully resolved a condition should be included requiring direct notice of the amendment to the Environment Protection Authority and the Department of Jobs, Precincts and Regions (Earth Resources Division).”

Exhibition

35. The amendment and permit were exhibited from 13 March to 26 April 2019.
36. Notices were mailed to 327 owners and occupiers of properties in the Waurn Ponds area. Letters and email notifications were sent to prescribed Ministers and 14 government agencies and service authorities during the public exhibition period.
37. The broader community was notified through notices in local newspapers and the City of Greater Geelong website.
38. Notices were published in the Independent Newspaper on 15 March 2019, the Geelong Advertiser on 16 March 2019 and the Government Gazette on 21 March 2019.

Submissions received

39. A total of 165 submissions were received as part of the public exhibition process. Six submissions either supported, did not object or provided comments and 159 submissions were objections (of which 77 submissions were a “Pro Forma Letter” meaning they were the same submission).
40. The map in Figure 4 shows the location of submitters near the subject land.

Proponent Response to Submissions

41. The proponent was provided with a copy of the submissions and invited to make a response to inform and assist Council officer’s response. The proponent’s consultant provided a statement offering \$0.5M as a contribution to improvements in Ghazeepore Rd and a new masterplan which reduces the density of the proposed subdivision and brought the total lot yield down to 245 lots.

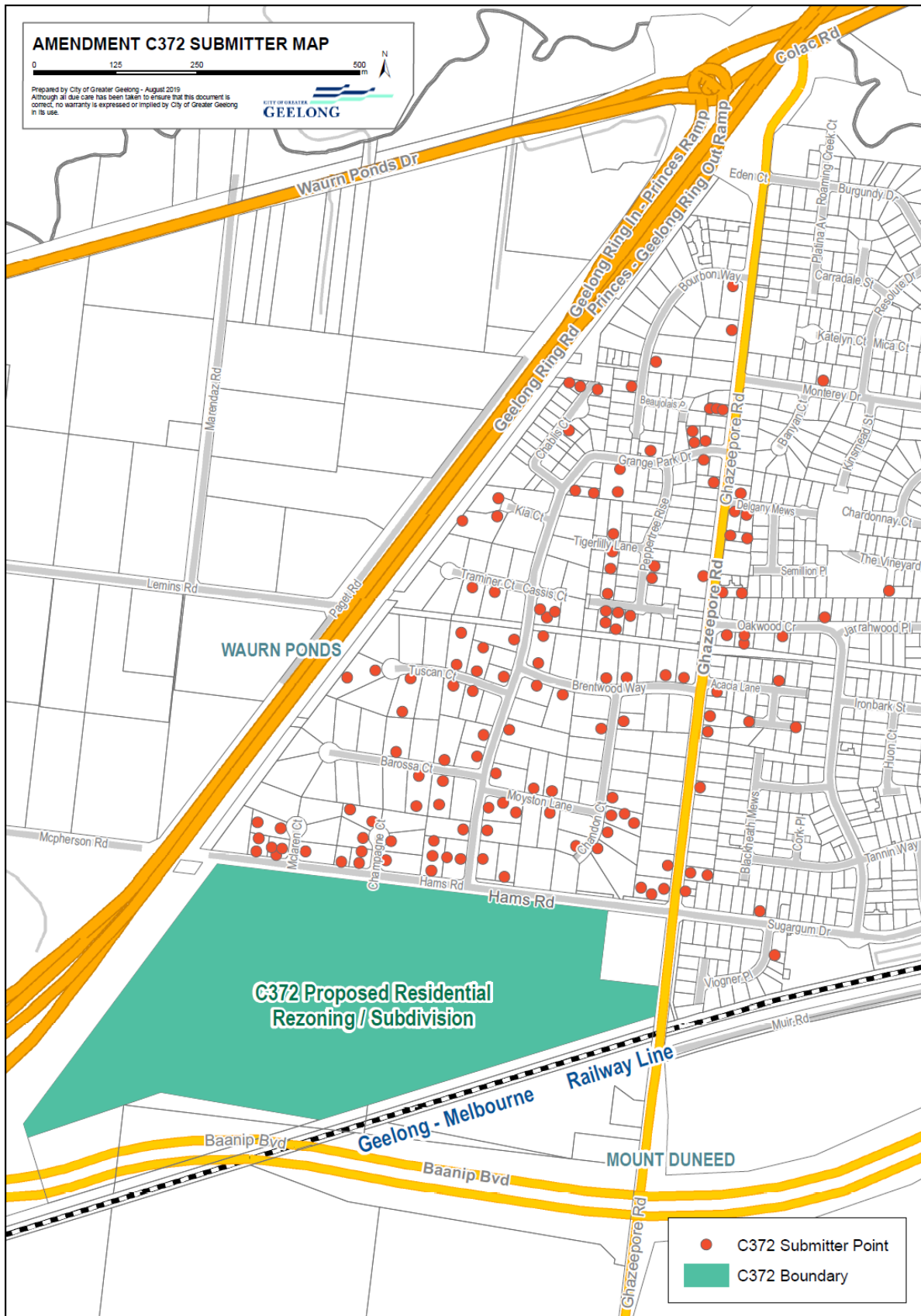
Council Resolution regarding the submissions

42. On 25 June 2019 Council considered a report on the submissions and made the following decision:

“That Council having considered all submissions to Amendment C372 and related planning permit applications resolves to:

- 1) *Request the Minister for Planning to appoint an Independent Panel under Part 5 of the Planning and Environment Act 1987 to consider submissions relating to the amendment;*
- 2) *Refer all submissions to the Panel; and*
- 3) *Submit to the Panel its response to the submissions generally as outlined in this report.”*

Figure 4 - Map showing location of nearby submitters

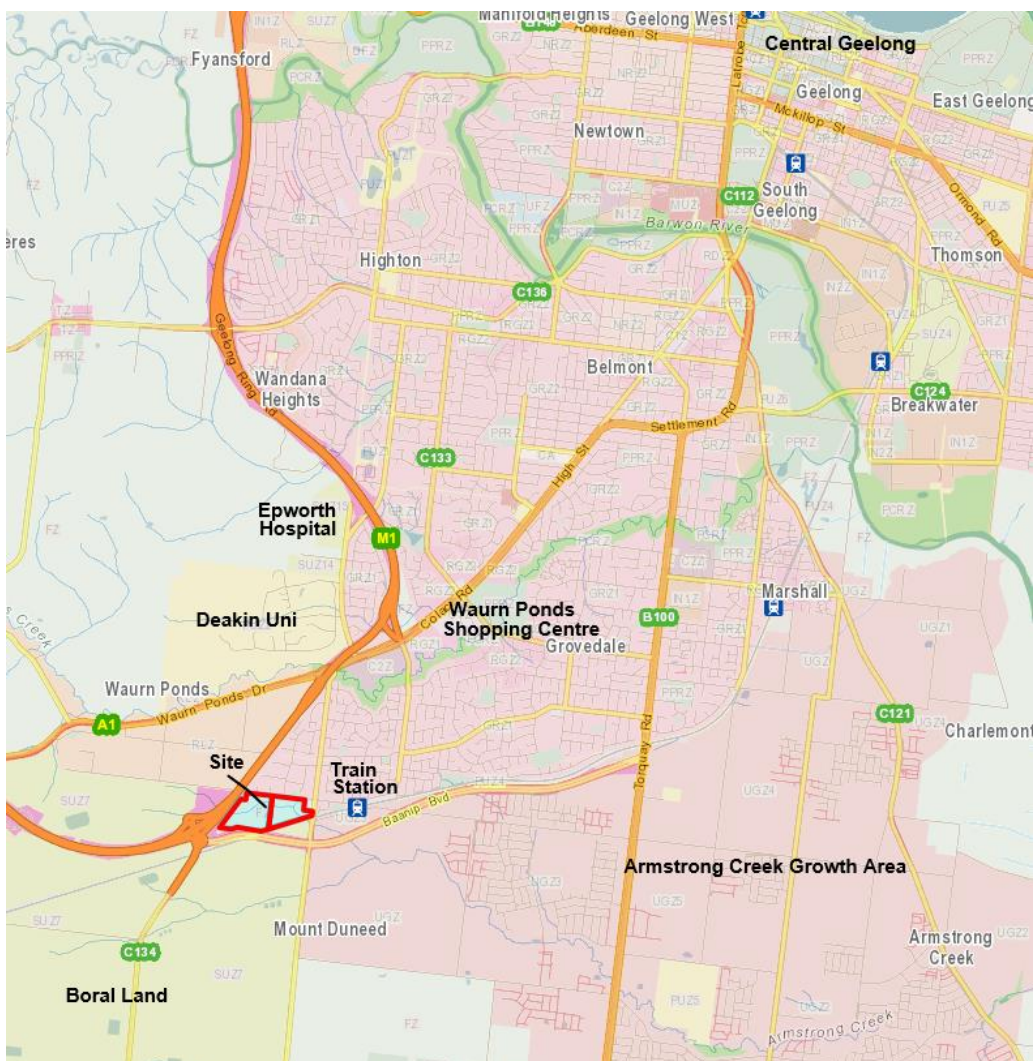


B. STRATEGIC CONTEXT AND ASSESSMENT

Regional Site Context

43. The subject land is located in Waurn Ponds on the south-west edge of urban Geelong, approximately 10 km by road from the Geelong CBD as shown below in Figure 5. It is the last Farming Zone site inside the Ring Road / Anglesea Rd in this part of the municipality.
44. The land is well located for residential development being close to:
- Waurn Ponds Railway Station – 1 km, 15 minute walk
 - Baanip Boulevard – 430m from Hams/Ghazeepore intersection
 - Waurn Ponds Shopping Centre – 3.2km, 7-10 minute drive
 - Epworth Hospital – 3.2km, 5-10 minute drive
 - Deakin University – 3.1km 5-10 min drive

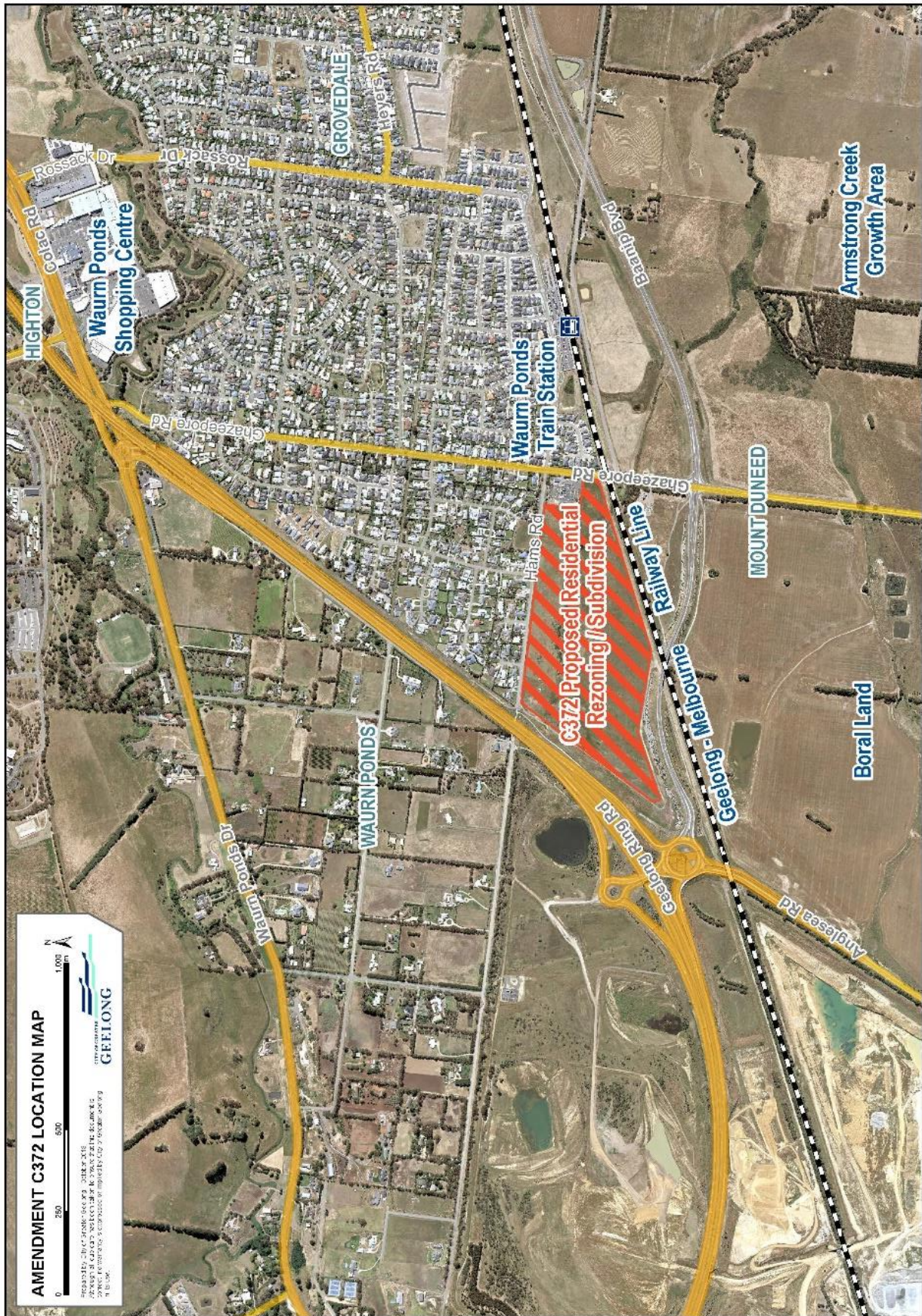
Figure 5 - Regional context map



Local Site context

45. The subject land is approximately 24 hectares. The land is used for livestock grazing but is not of any significant agricultural value. It also contains a number of outbuildings.
46. The subject land is defined by Hams Road to the north, Ghazeeopore Road to the east, the railway line to the south and Anglesea Road/Geelong Ring Road to the west. At the north-east corner of the site is a Powercor owned electricity substation.
47. A tributary of the Armstrong Creek traverses the land in a west-east direction and continues in a south-easterly direction to connect to Armstrong Creek running through the designated Armstrong Creek Urban Growth Area. The water course running through the site is a designated waterway under the *Waterways Act 1989*.
48. The subject land also contains some native vegetation and is located within an area of cultural heritage sensitivity as it is located within 200m of Armstrong Creek.
49. Within the VicRoads road reserve to the west of the site, SP AusNet operates a high pressure gas pipeline that runs parallel to the site boundary.
50. To the north and northeast of the land are established residential areas. Residential land to the north of the site is known as Grange Park estate, with predominantly larger lots.
51. To the east of the subject land is currently vacant land within the Armstrong Creek West Precinct Structure Plan area. The land has been identified as predominantly conventional and medium density housing. The Waurm Ponds train station is also located to the east of the site.
52. To the south of the land and railway line is the arterial road Baanip Boulevard which connect the Geelong Ring Road to Surf Coast Highway. Also to the south is land set aside for limestone extraction and quarrying which is currently inactive other than for some limited agricultural use.

Figure 6 - Local context map



Zoning

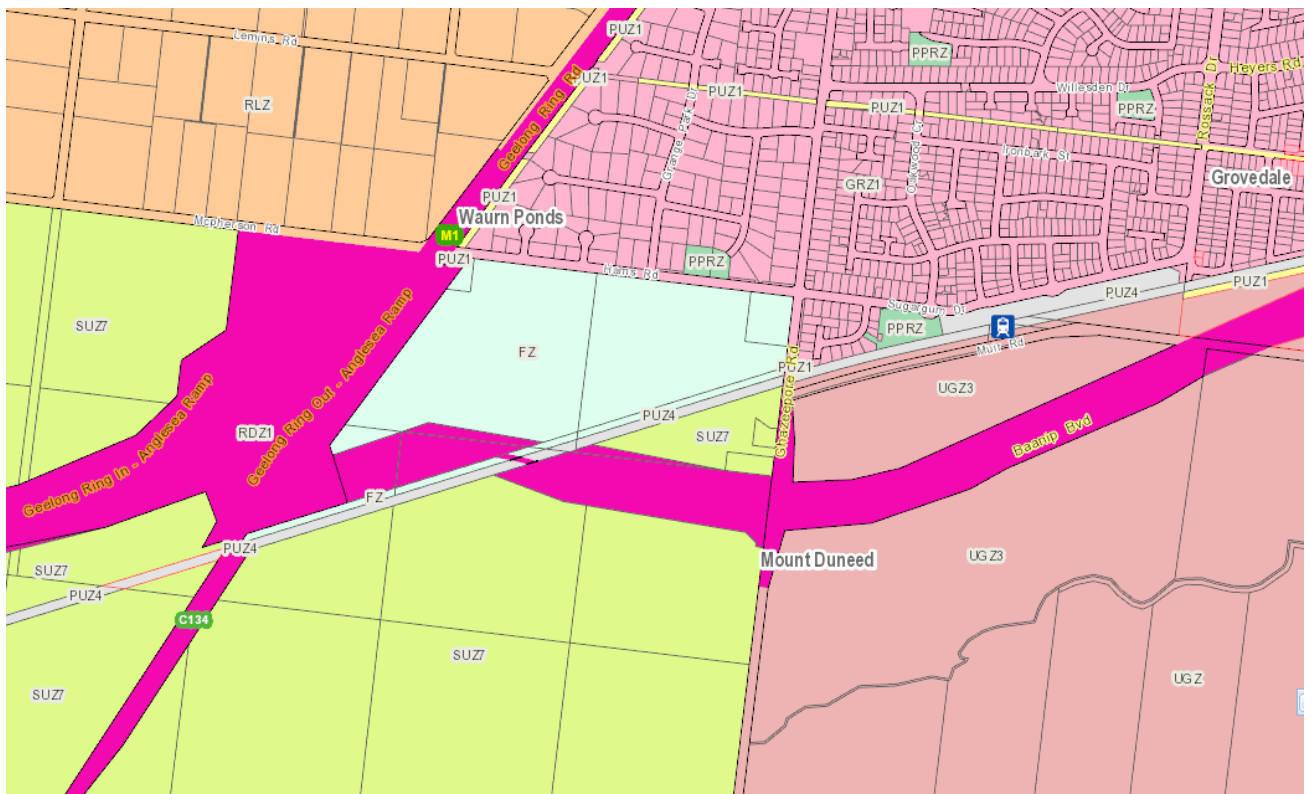
53. The existing zoning of the subject land is shown in Figure 4 below and is as follows:

- 35 & 69-93 Hams Rd, Waurn Ponds are zoned Farming Zone (FZ) and proposed for General Residential Zone – Schedule 1 (GRZ1);
- The Barwon Water reserve (north of the railway line) is zoned Farming Zone (FZ) and proposed for Public Use Zone (PUZ1);

54. The zoning of land in the surrounding areas includes:

- Powercor substation to the north east zoned Farming Zone (FZ);
- Residential estates to the north/north east zoned General Residential (GRZ1);
- Drainage basin to the north zoned Public Park and Recreation Zone (PPRZ)
- Railway land to south zoned Public Use Zone 4 (PUZ4);
- Anglesea Rd/Baanip Bvd to the west & south zoned Road Zone 1 (RDZ1);
- Boral land to the south zoned Special Use Zone 7 - Extractive Industry (SUZ7)
- Armstrong Creek West to the east zoned Urban Growth Zone 3 (UGZ3).

Figure 7 - Existing Zoning

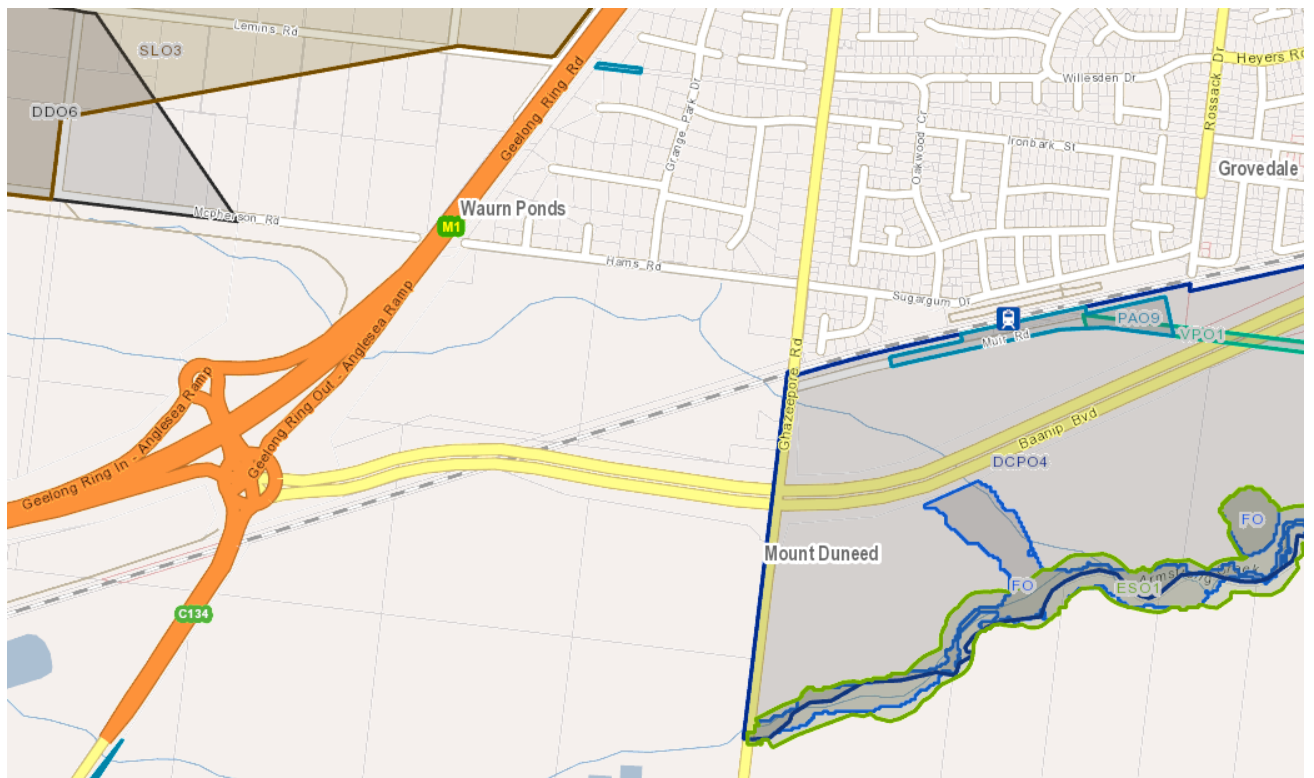


Overlays

55. The subject land is not affected by any overlays. Figure 5 below shows overlays affecting the surrounding areas including:

- Floodway Overlay and Environment Significance Overlay 1 along the Armstrong Creek corridor;
- Vegetation Protection Overlay 1 along a roadside in the Armstrong Creek area;
- Development Contributions Plan Overlay 4 in Armstrong Creek West; and
- Public Acquisition Overlay 9 related to the Waurm Ponds Railway Station.

Figure 8 – Existing Overlays Map



Strategic Assessment

56. Minister's Direction No. 11 requires a planning authority to evaluate and discuss how an amendment addresses a number of strategic considerations. What should be considered as part of the Direction is explained in the DELWP Practice Note 46 (May 2017): "*Strategic Assessment Guidelines for preparing and evaluating planning scheme amendments.*"
57. The exhibited Explanatory Report includes a Strategic Assessment and this is the basis for the response to the Strategic Assessment Guidelines provided in Appendix 3.
58. The City believes the rezoning of the subject land to residential is strategically justified for the following reasons:
- It provides an 'infill' development opportunity to consolidate the existing urban area of Waurm Ponds and make efficient use of surrounding physical and community infrastructure;
 - It is within walking distance of the Waurm Ponds Railway Station;
 - It is a fragmented piece of farm land and is not of a size and nature which is suitable for the majority of agricultural practices;
 - The land is the last Farming Zone site inside the Ring Road / Anglesea Rd in this part of the municipality;
 - Strategic justification for rezoning is provided in part by the Armstrong Creek Urban Growth Plan, the G21 Regional Growth Plan and the City's recently adopted Settlement Strategy;
 - The site is strategically well located for residential development being close to the Waurm Ponds Railway Station and major roads including Baanip Boulevard, the Ring Road and Ghazeepore Road;
 - It will provide further housing relatively close to the major employment, education and retail hubs of the Epworth Hospital, Waurm Ponds Shopping Centre and Deakin University; and
 - It provides an opportunity for much needed open space for the southern part for Waurm Ponds and a creek reserve along the Armstrong Creek.
59. The net community benefit of the rezoning will be expanded upon in Council's Part B submission.

Other relevant strategic matters and amendments

60. The following section of this submission provides more detail and updates on key strategies that are referred to in the Strategic Assessment provided in Appendix 3.

Armstrong Creek Urban Growth Plan

61. The *Armstrong Creek Urban Growth Plan, Volume 1, May 2010 (Amended September 2012)* is a reference document at Clause 21.11 of the Greater Geelong Planning Scheme.
62. The UGP sets the long term strategic planning directions to guide the creation of sustainable urban growth within the Armstrong Creek growth area to the south east of the subject land. The UGP was referenced in the Planning Scheme following adoption by Council on 13 May 2008 after consideration of Panel recommendations for Amendment C138. It has been amended since but the changes aren't relevant to the land at Hams Rd.
63. Chapter 6 of the UGP deals with areas surrounding the Armstrong Creek growth area. The UGP specifically refers to the site at 6.2 "Northwest of Growth Area" on pages 128-129 as follows:

"An isolated area of rural-zoned land is located north west of the growth area at 151- 229 Anglesea Road and 35 Hams Road, Waurm Ponds. The land is between the future quarry area, the railway line and residential land, and is likely to be affected by the link road that will link the Geelong Ring Road to Surf Coast Highway via Anglesea Road.

It is recommended that land on the northern side of the proposed east-west link road that is not required for road purposes be considered for future residential and/or recreation zoning. This may add to the existing residential area to the north and increase the population within the catchment of the proposed Rossack Drive Railway Station and associated local activity centre.

The future of this land should be confirmed after the alignment of the link road is determined by VicRoads and take into account amenity issues created by the road. Land that falls outside (south) of the proposed east-west link should be reviewed at the same time."

64. The UGP outlines the strategic approach for the consideration of the site, being investigating the potential rezoning of farming land for residential purposes. Given that the new road alignment for the Section 4C Baanip Boulevard has been determined and the road has been constructed, it is appropriate to consider the land for residential zoning as proposed by Amendment C372.

G21 Regional Growth Plan

65. The G21 Regional Growth Plan and the G21 Residential Land Supply Monitoring Project are considerations in the strategic justification for rezoning the site. The G21 Regional Growth Plan (Geelong Region Alliance, 2013) is listed as a Policy document at Clause 11.01-1S.
66. The G21 Regional Growth Plan seeks to deliver co-ordinated growth in the region to the year 2051 and make land supply available to provide for the predicted population target of 500,000 people. In responding to these considerations, the G21 Plan seeks to minimise the continued expansion of the urban footprint and provides for a mix of infill development and targeted new development areas in suitable locations. Within the context of the Regional Growth Plan, urban Geelong includes the urban area within the Geelong Ring Road extending southwards from Norlane and inclusive of the Armstrong Greek Urban Growth Area. (Note: The maps in the Regional Growth Plan are not of a scale to properly identify the subject land but it is considered as potential residential land in an associated report – see below).
67. Rezoning of the site for residential purposes will assist in implementing the objectives of the G21 Regional Growth Plan by delivering residential land supply to accommodate for future population growth. It will also assist in maintaining an adequate supply of residential land within the municipality.
68. The G21 Residential Land Supply Monitoring Project June 2015 identifies the site as 'potential residential' land – see Figure 9

Figure 9 - G21 Land Supply Map

Map 3: Residential Land Supply Areas – Armstrong Creek



Settlement Strategy

69. The Settlement Strategy is the City's new planning framework to meet the housing needs of Greater Geelong. The following paragraphs are taken from the Settlement Strategy (October 2018) and provide background on the strategy.

"As Victoria's second city, Geelong's proximity to Melbourne, strong employment growth and affordable housing and lifestyle have seen the population grow from 216,000 to 239,000 people over the last five years. During this time, the growth rate increased from 1.5 per cent, to 2.7 per cent.

It is anticipated that Greater Geelong will continue to experience strong growth and demand for housing over a sustained period.

At the City of Greater Geelong, how we manage population growth, while maintaining what people love about living in this region, is a key issue for us.

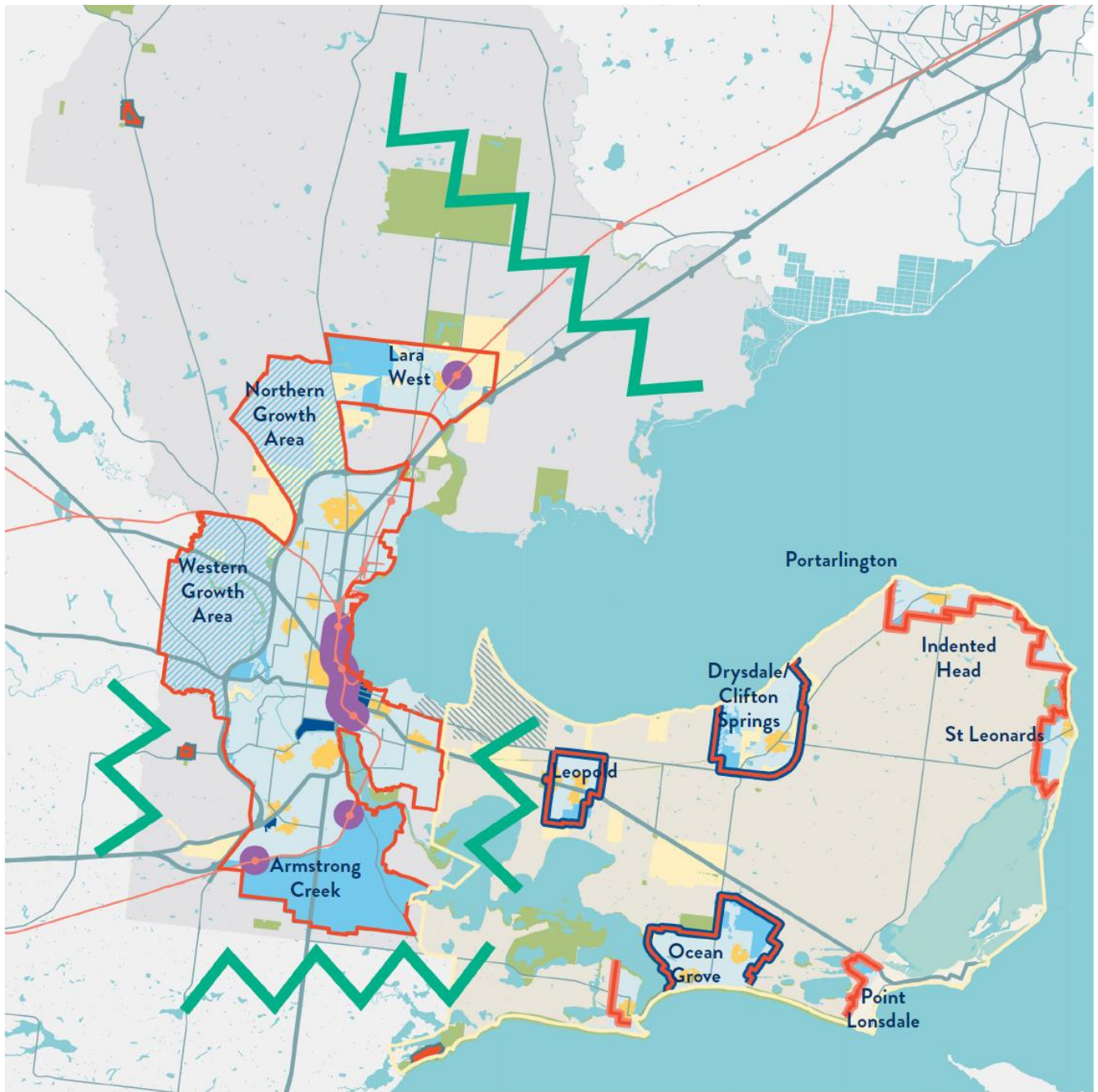
Our current planning framework is consistent with state policy and has been developed over a number of years, with extensive community consultation. This strategy aims to build on, and refine, what is already in place.” p.5

70. The purpose of the strategy is:
- to analyse future housing needs and trends;
 - to develop a clear policy framework that will guide planning and decision-making; and
 - to help us meet Greater Geelong’s future housing needs.
71. The strategy is intended to address municipal housing needs until 2036. This meets the requirement of the State Planning Policy Framework that all Victorian councils must plan to accommodate projected population growth over a 15-year period.
72. The strategy has been through a public consultation process and was adopted by Council on 9 October 2018. The strategy is currently being implemented into the Greater Geelong Planning Scheme by Amendment C395ggee which is discussed below.
73. At the Council meeting of 9 October 2018 Council considered submissions made during the public consultation process. A submission was made by Taylors Development Strategists relating to the subject land at Hams Rd. An extract from the Council minutes is in Appendix 4.
74. The land is now identified for urban growth and shown within the indicative Permanent Settlement Boundary in the Housing Framework Plan which forms part of the Settlement Strategy as shown in Figure 10 below.

Amendment C395ggee

75. Amendment C395ggee includes new and revised local policy (MSS clauses) to implement the Settlement Strategy and the Northern and Western Geelong Growth Area Framework Plan.
76. Maps similar to that shown in Figure 10 are proposed for inclusion in the planning scheme and hence, at a high level, will clarify the role of the C372 land as a future residential area.
77. C395ggee has completed public exhibition with 101 submissions received. No submissions relate to directly the subject land, however, a submission has been made by Boral seeking support for future urban use of its landholdings to the south of the subject land. This will be discussed in Council’s Part B submission.

Figure 10 - Settlement Strategy Housing Framework Plan



CITY OF GREATER GEELONG

HOUSING FRAMEWORK PLAN
- 2036

N



- ESTABLISHED AREAS
MODEST INFILL HOUSING
- INCREASED HOUSING DIVERSITY AREAS
HIGH AND MEDIUM DENSITY HOUSING
- KEY DEVELOPMENT AREAS
MAJOR REDEVELOPMENT - HIGH DENSITY HOUSING
- GROWTH AREAS
- FUTURE GROWTH AREAS
- RURAL LIVING AREAS
NO EXPANSION
- INDICATIVE PERMANENT SETTLEMENT BOUNDARY
- INVESTIGATION AREA

- DISTRICT TOWNS -
MODERATE HOUSING
(WITHIN EXISTING SETTLEMENT BOUNDARIES)
- LIMITED HOUSING GROWTH
(WITHIN EXISTING SETTLEMENT BOUNDARIES)
- STRENGTHEN LOCAL POLICY
TO PRESERVE NON-URBAN BREAKS, RURAL
FARMED LANDSCAPE AND GUIDE NEW DEVELOPMENT
- INVESTIGATE OPPORTUNITIES
FOR HIGHER DENSITY DEVELOPMENT
IN RAIL CORRIDOR

- HIGHWAYS
- MAJOR ROADS
- RAIL NETWORK
- STATIONS
- NON-URBAN BREAK

C. ISSUES IDENTIFIED IN SUBMISSIONS

78. A total of 165 submissions were received as part of the public exhibition process. Six submissions either supported, did not object or provided comments and 159 submissions were objections (of which 77 submissions were a “Pro Forma Letter” meaning they were the same submission).
79. The issues raised can be grouped under the following themes: traffic, housing density, student housing, socio-economic issues, crime and safety, servicing, environmental impacts, flooding, drainage, noise and air quality, the buffer from the Boral quarry land and the consultation process. A description of the issues raised and a Council officer response is provided below based on the Council report of 25 June 2019. Updates and a description of further action taken in the lead up to the panel hearing are shown in [blue text](#).

Traffic - Ghazeepore Rd

What is the issue?

80. The vast majority of submissions identified traffic impacts as the key issue. Many submissions commented on the current condition of Ghazeepore Rd and the impact that additional traffic from the proposed development would have. Submitters pointed out the increases in traffic as a result of new housing estates in Armstrong Creek and Torquay and the opening of the Waurm Ponds Train Station. Access to the station is off Ghazeepore Rd into Sugargum Drive which is also the intersection of Hams Rd and Ghazeepore Rd. Submitters also referred to traffic coming from the south to access Colac Road, Deakin University and Waurm Ponds Shopping Centre. Issues raised include:
- Ghazeepore Rd is too narrow, can't handle current traffic volumes and is difficult to navigate when cars are parked on the road;
 - Safety issues if bike lanes were added;
 - Difficulty entering and exiting streets off Ghazeepore Rd at peak times;
 - Lack of implementation of Council's 2015 transport report on the area;
 - Railway upgrades and access to the station from the south need to occur before more development is allowed; and
 - Difficulties with pedestrians crossing the road to access bus stops and train station.

Response

81. Many of the issues raised are existing issues and it is acknowledged that Ghazeepore Rd has experienced increased traffic volumes due to residential development in Torquay and Armstrong Creek and the opening of the Waurin Ponds Train Station.
82. The proponents refer to this in their statement, saying: *“Since the opening of both Baanip Bld and the Waurin Ponds Train Station (WPTS), Ghazeepore Rd usage, particularly between Hams Road and Burgundy Drive has increased. The increase in usage from before and after the opening of Baanip Bld and the WPTS has almost doubled based on additional traffic counts recently undertaken by the proponent.”*
83. Council traffic engineers consider the most pressing issues on Ghazeepore Rd are the impact to traffic caused by on-street parking and the two bus stops (between Oakwood Cr and Acacia La), and the operation of the Ghazeepore Rd/Hams Rd/Sugargum Dr intersection. Other issues include illegal parking on nature strips, speeding and lack of on-road bike lanes.
84. The offer by the developers of a contribution of \$500,000 to improvements on Ghazeepore Rd is welcomed by Council officers. This is a tangible way to help address existing issues and to offset the impact of increased traffic volumes from the proposed development. This offer is in addition to upgrades to the Hams Rd intersection.
85. Potential improvements could include: indented car parking bays within the nature strips, indented bus stops and on-road bike lanes. Collation of data as to what the resident’s current parking demands are would need to occur and officers would need to consult with all residents and stakeholders and undertake design and construction work.
86. Council officers recommend that this contribution could be included in the Section 173 Agreement that accompanies the amendment and permits.
87. [A revised Section 173 Agreement is being prepared and is discussed in Section E of this submission.](#)

Traffic - Intersection of Hams Rd, Ghazeepore Rd and Sugargum Dve

What is the issue?

88. Several submitters commented on this intersection with issues including its inability to cope with additional traffic, comments for and against a new roundabout (as

proposed as part of the C372 development) and requests for traffic lights rather than a roundabout.

Response

89. The proponent's traffic engineers and Council officers have discussed this issue and further traffic counts and movement analysis has been undertaken at the intersection.
90. It is considered that either a roundabout or traffic lights would be a good solution to safely control traffic flows at this intersection. Traffic lights provide a safe pedestrian crossing, however the analysis shows that vehicle queues would be longer. It is considered that a roundabout would allow better flow of traffic, make east-west through movement much safer and slow down speeds in Ghazeepore Rd. A safe crossing with a pedestrian refuge in the road centre would be provided as part of the roundabout.

Traffic – Grange Park Dve

What is the issue?

91. Submissions have been received for and against the "no left turn" restriction proposed at the intersection of Hams Rd and Grange Park Dve to limit motorist short cutting down Grange Park Dve to access Ghazeepore Rd. Submissions also raised concerns with additional traffic down this street which has no footpaths and is used by families and children.

Response

92. It is recommended that the permit and DDO continue to include requirements to make Grange Park Drive difficult to access from the proposed Hams Rd development. This will minimise impacts on this street and neighbourhood. Planning permit conditions includes Local Area Traffic Management measure which could also include require offsite works to limit speeds down Grange Park Drive.

Traffic – Traffic report

What is the issue?

93. A number of submissions criticised the traffic report that was submitted by the proponents and pointed out the traffic surveys are out of date being at least 2 years old.

Response

94. The Traffic Engineering Assessment of Oct 2018 prepared by Traffix Group provides traffic counts from October 2016. More recent counts have been undertaken and a revised traffic report will be prepared by the developers.
95. [It is expected that the proponent's expert evidence on traffic will include updated traffic volumes and other related information.](#)

Traffic – Single point of entry / Emergency vehicle access

What is the issue?

96. Submitter criticism of the proposal include comments that a 258 lot subdivision which will be entirely reliant on just one road in and out is inappropriate, especially considering Grange Park Dve will not be accessible from Hams Rd. Other submitters are concerned about access in an emergency and that emergency vehicles may not be able to move down some of the narrower streets in the proposed estate.

Response

97. The upgrade of Hams Rd and the proposed roundabout at the intersection with Ghazeepore Rd will mean that the road will have much more capacity than required for the volume of traffic generated by the development. Hams Rd will be improved with footpaths, cycle paths etc. If Hams Rd was blocked in an emergency vehicles could still travel up Grange Park Dve. The CFA was referred the application and provided no objection on this issue.
98. [It is understood the proponent will be calling expert evidence in relation to bushfire matters.](#)

Cycling

What is the issue?

99. The Department of Transport (DoT) made a submission commenting on cycle paths in and around the proposed subdivision. DoT supports removal of the 1.5m on road cycle lane on the condition the 3m wide shared user path in southern verge of Hams Rd has adequate signage and markings. It also requests appropriate treatments at the western end of Hams Rd for transition to and from shared path under Princess Fwy, requests the shared path along linear open space reserve to be 3.5m minimum for its entirety and suggests wayfinding signage to encourage pedestrian and cycling movements.

Response

100. The support for the removal of the 1.5m lane is noted. Council officers will further consider what treatment would be appropriate at the western end of Hams Rd and the comments on shared path width and signage.

Housing Density - Lot sizes / Neighbourhood Character

What is the issue?

101. Many submissions were concerned at the density of the proposed subdivision, relatively small lot sizes and the two proposed medium density super lots. There is also widespread concern in submissions about the subdivision not being consistent with the character and density of the adjoining Grange Park Estate. Comments from submitters include:

- Not in keeping with surrounding area;
- Increased block size would reduce traffic volumes;
- Out of character with the existing surrounding residences which is one of larger homes on larger allotments (2000 sq m and above);
- Grange Park Estate has its own identity and the existing community would like it preserved;
- Tiny block sizes take the rural feel away from Waurm Ponds; and
- Super lots – an overdevelopment and unnecessary within this neighbourhood.

Response

102. Council officers were supportive of the exhibited masterplan as it would potentially provide further housing choices to the Geelong community. There are a range of lot sizes proposed which would suit different homebuyers and demographics ranging from medium density sites and small conventional house lots to larger allotments of 850 square metre plus along Hams Road. Officers consider the density and lot layout in the exhibited plan is in accordance with State and Local planning policies and is supportable on planning grounds.

103. However, in response to the submissions and community sentiment the proponent has stated it wishes to alter the plan as follows (from statement in Attachment 6):

“The proponent has attempted to acknowledge the neighbourhood character and improve the interface with the Grange Park Estate through the provision of large lots on Hams Road of 800sq.m. or larger. The proponent acknowledges the concerns raised in some submissions with reference to the unknown – medium density housing sites and townhouse lots which are perhaps not common in the local area of Waurm Ponds and could be seen as

a conflict to character. The proponents therefore propose to amend the plan of subdivision to find a balance between respecting local character and achieving development density objectives. The proposed changes include:

- *Removal of the two medium density sites that were capable of producing 40 dwellings.*
- *Removal of all lots less than 300sq.m. and replace with lots of at least 400sq.m.*
- *Add an additional minimum of 30 lots that are at least 800sq.m. (primarily in the western end of the development away from the WPTS) through the removal of approximately 50 lots that are primarily in the range from 300 to 400sq.m.*

The net result of the above changes is a reduction of 50 dwellings from the subject site and the encouragement of larger lots as opposed to smaller lots. The total number of lots following the changes above is 245. It is noted that restrictions on title will stop these lots from being able to be further subdivided.”

104. The proponent has also marked up the exhibited Masterplan to show the proposed changes (see Attachment 7).
105. Council officers accept this revised position and, subject to Council resolution, will amend the planning permit and DDO to reflect the changes in the lead up to a Panel hearing.
106. Revised versions of the permits and DDO have been prepared to reflect the proponent's revised plans and statement.

Socio Economic/Crime

What is the issue?

107. Some submissions fear that the perceived high density of the development will create socio-economic problems. Submitters raise concerns that a “ghetto” will be created, others describe potential for an isolated, congested enclave. Crime and safety are also raised as issues. Comments from submitters include:
 - Very small blocks...creating high density housing and higher risk of lower socio-economic housing;
 - Increase in crime to the Grange Park Estate due to a significant price drop in housing between Grange Park Estate and proposed subdivision housing;
 - Amendment could be responsible for creating an overcrowded pocket of ghetto living- small allotments, overcrowded, and unfavourable living situations;
 - Stacking houses so close together is going to cause social issues on a large scale;

- Are we trying to cheapen Geelong with this type of development cheaper blocks, cheaper housing similar to Corio and Norlane.

Response

108. Council officers do not agree with these submissions and the proposition that smaller lot sizes or medium density housing will necessarily result in increased social issues, crime or creation of ghettos. There are many areas across Geelong and cities such as Melbourne with thriving communities living in mixes of townhouses, apartments and conventional dwellings on small and medium sized lots.

Student Housing

What is the issue?

109. A number of submitters are concerned that either the super lots could be developed for student housing or students could rent out houses in the new subdivision. Concerns relate to potential social issues, traffic and parking problems.

Response

110. Students are entitled to buy or rent out houses built in the proposed subdivision and the planning system does not discriminate against this. It would only be if the houses contained excessive numbers of rooms or were turned into boarding houses that there may be a need for further approval. Car parking and traffic issues that may arise would be managed by Council as with any other residential area.

Flooding and Drainage

What is the issue?

111. Local residents have commented that the land is a flood plain and “who would want to build in a creek and the lowest area of land in the vicinity”. Another criticised the Surface Water Management Strategy as being flawed as it’s based on the 2014 C276 application not current application.

112. Vic Track and DoT objects to the design of the storm water drainage system in the planning permit application. Vic Track states it does not usually permit drainage from new development into the rail corridor and this is reflected in the standard conditions it commonly recommends to Responsible Authorities. The issue relates to the C372 site draining into a culvert under the railway line which is blocked with sediment.

113. Vic Track seeks more information and details on the culvert and design details of the proposed retarding basin and requests conditions be placed on permit (see submission 164 in Attachment 4)

Response

114. Council officers believe that Vic Tracks' issues can be resolved and will arrange a meeting with the key stakeholders to reach a solution.
115. A meeting was convened by Council officers and held on 7 August 2019 to discuss drainage from the site. The meeting included Council planners and engineers, the proponent's planning and engineering consultants and representatives from Vic Track, Department of Transport, Vline, Boral and the Corangamite Catchment Management Authority.
116. The focus of the meeting was on the section of waterway that drains under the railway line through a (blocked) culvert and then on to Boral's land. The proponent's consulting drainage engineer from Tomkinsons will prepare a report describing what works are required to improve the situation. It is likely this report will be referred to in permit conditions to set the scope of works.

Servicing

What is the issue?

117. Some submitters are concerned that servicing infrastructure in the area cannot cope with additional population. Concerns include low water pressure and the lack of consideration of natural gas infrastructure strategic planning in the Armstrong Creek West PSP.
118. Barwon Water submitted that the development can be supplied with water and sewerage services and it was satisfied with the permit conditions. It suggested that the site of the proposed sewerage pump station be rezoned to Public Use Zone 1 – Service & Utility.

Response

119. The proposal was referred to all relevant servicing authorities and their requirements are included as conditions in the draft planning permits.
120. Council officers agree with Barwon Water that the pump station site should be rezoned to PUZ1, however it would be preferable to do this later as part of a tidy up amendment as a separate land title is required to determine the boundaries of the zone.

Environmental impacts, open space

What is the issue?

121. Submitters are concerned at potential impacts of the development on the environmental values of the site in particular the creek. A submitter considers the site would be better served as a reserve for wetlands and trees for carbon capture. Concerns were raised over the fauna and flora of the creek which a submitters believes has a special species of frog that are primal to this area. Another submitter is concerned about the removal of remnant 'Grassy Woodland' mature native vegetation on Hams Rd.
122. A submitter suggests the land should be a mixed passive and active open space reserve that celebrates natural wildlife and water qualities - a linear park/link from the Armstrong Creek corridor to the Waurm Ponds landscape. Lack of open space in Waurm Ponds was also raised.

Response

123. Officers consider the proposed linear open space along this tributary of Armstrong Creek is an excellent outcome and when fully established would add to the environmental values of the area. The linear reserve will continue the treatment that has occurred along the creek in the Armstrong Creek Growth Area. The creek reserve, 0.9 hectare park and new pathways will help address the lack of open space reserves in Waurm Ponds and add to the recreation options for existing and future residents of the area.

Noise Impacts

What is the issue?

124. Submitters consider the proposed estate would have "unfavourable living situations" with Geelong Ring Rd and Baanip Blvd traffic noise, railway line noise and the power sub-station. The EPA submitted that Council will need to consider noise from the pump station in their assessment of the application which did not appear to have been included in the noise assessment. Another submitter queried "is there not a duty of care allowing a subdivision so close to the power substation?"
125. Powercor has objected due to acoustic impacts from the existing Waurm Ponds Zone Substation (WPRZ). It considers the current Overall Subdivision Masterplan and associated technical reporting do not adequately address noise impacts from the WPZS. It has requested changes to the Amendment, draft Permits and Master Plan to address these impacts (see submission summary in Appendix 4).

Response

126. Condition 6 of the two draft planning permits requires acoustic treatment of dwellings in proximity to the railway line and Geelong Ring Road to address noise impacts.
127. The issues raised by EPA and Powercor in relation to noise from the substation will be addressed by the Powercor suggested changes to the amendment and permit which Council officers accept.
128. It is also noted that the developer's propose to delete the medium density super lots next to the substation from the master plan. Conventional lots will be provided and will need appropriate buffers, restrictions and treatments to address noise issues.
129. The Powercor changes to the permits and DDO have been made and circulated to relevant parties (see Section E of this submission). The proponent has engaged acoustic experts and town planners to come up with potential options for dealing with noise from the sub-station. It is expected this will be progressed further in expert evidence and submissions to the Panel.

Air Quality

What is the issue?

130. EPA submits that the health impacts of traffic related air pollution near major roads are significant and widely recognised. In view of this, EPA advises the Responsible Authority to consider traffic air emissions from the Geelong Ring Road and other major roads when assessing this application. It says the Responsible Authority should satisfy itself that the application provides a suitable response to this localised source of poor air quality.

Response

131. The proponent has previously undertaken air quality reports in relation to potential dust and emissions from future quarrying on the Boral land. Council officers will discuss this issue further with the EPA and will request a response to this issue from the proponent which may include another air quality report.
132. This issue has been brought to the proponent's attention and Council officers will discuss it with the EPA prior to the Panel hearing. Air quality from major roads is potentially a difficult issue to assess and address.

Boral Quarry Buffer

What is the issue?

133. The EPA submission states that the Boral quarry (land) is located to the west and south of the subject site. EPA's recommended separation distances for industrial residual air emissions (EPA Publication 1518) can be met for the cement clinker grinding, cement manufacturing and quarry (with blasting) operations. However parts of the land being rezoned fall within the recommended 250m quarrying (without blasting) separation distance. A reduced buffer (as per GHD Buffer Study March 2018) is not supported by EPA.

Response

134. Council officers worked closely with the Department of Jobs, Precincts and Regions – Earth Resources Regulation Branch on the 250m buffer from the Boral land. The following condition is placed on the planning permits to address this issue:

All Lots contained within stages 6,7,8 & 9 (whether wholly or partially) affected by the 250m extractive industry buffer as shown on the endorsed plan shall not be developed without the further written agreement of the Department of Jobs, Precincts and Regions.

135. [Further information on the Boral land and its plan for the land will be provided in Council's Part B submission.](#)

Public Consultation

What is the issue?

136. Some submitters expressed that there was a lack of consultation and consideration given to the existing community. One submitter believes the process appears to have been deliberately misleading and would appear to be biased toward the developer.

Response

137. The amendment and permit application were subject to the usual public exhibition as required by the Planning and Environment Act. The developer did conduct its own information session but this was completely separate to the formal Council run process. Submitters will be able to engage in the planning process further by appearing at an independent panel hearing in the event that Council decides to refer submissions to a Panel.

D. STATUTORY REFERRALS - PERMIT APPLICATIONS

138. Panel Direction 2(d) requests that Council provide a “*a list of statutory referral authorities for each permit application*”, this is provided below:

Determining Referral Authorities

139. Barwon Water is a determining Authority under Clause 66.01
140. Downer Utilities is a determining Authority under Clause 66.01.
141. Powercor is a determining Authority under Clause 66.01.
142. PTV Head, Transport for Victoria is a determining referral authority under clause 66.02-11.
143. The CFA are a determining referral authority under clause 66.01 where the requirements of clause 56.09-3 are not met.

Recommending Referral Authorities

144. DELWP is a recommending referral authority under Clause 66.02-2.
145. The EPA is not a statutory referral body under the Greater Geelong Planning Scheme for this type of application, however the advice of the authority was sought to assist Council’s decision making. As such the authority is a recommending authority.
146. The CCMA is not a statutory referral body under the Greater Geelong Planning Scheme for this type of application, however the advice of the authority was sought to assist Council’s decision making, in this instance where two designated waterways traversed the land and were to be impacted by the proposal. As such the authority is a recommending referral authority.

E. CHANGES TO THE AMENDMENT IN RESPONSE TO SUBMISSIONS

147. Section C. of this Part A submission to the Panel provides a summary of the key issues raised in submissions to the amendment and Council's response generally as described in the Council report of 25 June 2019.
148. The only changes to the amendment that Council undertook to make were to the Design and Development Overlay Schedule and in relation to the submission from Powercor. This relates to noise from the electricity substation.
149. Council also resolved to accept in principle the proponent's "statement" which is not considered a submission but was made in response to submissions. As a result changes have also been made to the DDO to reflect the proponent's statement and revised plans. These changes relate to housing density, larger lots sizes and Ghazeepore Rd improvements.
150. A track changes version of the DDO Schedule was emailed to Powercor and the Proponent on 1 August 2019 and subsequently to VicTrack and the Department of Transport on 7 August 2019. This document is in Appendix 5. No comments have been received to date.
151. Revisions have also been made to the two planning permits and were also circulated to the abovementioned parties at the same time as the DDO schedule.
152. The changes to the planning permits are not included in this Part A submission but will be discussed at the Panel hearing and in Council's Part B submission as suggested by the Panel chair at the Directions Hearing.
153. Finally, the Section 173 Agreement also requires changes to incorporate the offer made by the proponent to provide funding for works on Ghazeepore Road. Council has requested the proponent's lawyers to suggest revised wording and this will be discussed further at the Panel hearing.

APPENDICES

Appendix 1 – Request for Further Information letter Oct 2017

CITY OF GREATER GEELONG
PO BOX 104
GEELONG VIC 3220 AUSTRALIA
DX 22063 GEELONG

TELEPHONE 03 5272 5272
FACSIMILE 03 5272 4277
www.geelongaustralia.com.au



Mr Nick Hooper
Taylors Development Statigists P/L
270 Ferntree Gully Road
NOTTING HILL VIC 3168

10 October 2017

Our Ref: Application: C-372
Direct Ph: (03) 5272 4856
Your Ref:

Dear Nick,

Re: Greater Geelong Planning Scheme Amendment C372 & Planning Permit 662/2017 and 663/2017 35 Hams Road, Waurn Ponds and 69-93 Hams Road, Warn Ponds.

Thank you for your combined Amendment and Planning Permit application received on 6 July 2017.

We have referred the application to internal Council departments and external authorities for comment. Copies of the referral comments received are attached.

To allow Council officers to continue processing the application we require the following further information:

INTERNAL REFERRALS

Engineering

1. A report confirming key features of the proposed subdivision (basin sizing, waterway), and including discussion on any impacts of the now completed Baanip Blvd and associated works to Ghazeepore Rd.
2. Indicative waterway cross sections shall be supplied demonstrating flows up to and including the 1% AEP are contained within the banks.
3. Flood/Hydraulic Analysis to support the application

Environment

4. The submitted Flora & Fauna Assessment undertaken by Practical Ecology was undertaken in April 2014. It is requested that the site be reinspected and an addendum be attached to this report to update the report.
5. The flora reports and submitted plans do not acknowledge the existing patch of native vegetation midway along the south side of Hams Road. This vegetation is within the Council road reserve. The City's biodiversity records has identified this as a patch of Grassy Woodland. The submitted documentation needs to be amended to recognise this patch of vegetation and clarify what is proposed in respect to its retention or removal. There will need to be consideration given to micro-citing lot driveways to minimise impacts on this vegetation as well as discuss the location of future underground services
6. The proposed creek and drainage reserve does not encompass the existing drainage/creek line & the existing dams. The inference with this is that all the low lying areas will be required to be filled altering the overall natural topography of the site. The 2015 frog survey report identified four frog species are using the existing dams & the middle dam (No.2) was recorded as a Sedgy Wetland Habitat Zone. The alignment of the creek reserve needs to be relocated to fully incorporate the existing dams 2 & 3.

Parks

7. Amended plans showing the naturestrip/road reserve is to be a minimum of 5 metres measured from back of kerb to property line. This will ensure that the south side of Hams Road reflects what is occurring on the north side with opportunity to plant a significant avenue of trees.

Rec and Open Space

8. The reports submitted with the application have not been updated since amendment C276 was abandoned. These reports contain inaccuracies, inconsistencies and at times contradict one another. For example, in terms of open space, it is said that all space outside the 5m creek is to be considered as unencumbered public open space (*Surface Water Management Strategy, Neil M Craigie PTY LTD 2014*) while elsewhere it states that all space outside the 1 in 100 year flood zone is to be unencumbered open space. Plans shown in the overall subdivision master plan display even the 5m creek itself to be included as part of the reserve. These reports need to be clarified.
9. The reports submitted state that the creek is to retain its natural flow, however the plans submitted do not reflect this. Plans need to be amended to show the creek maintaining its natural flow.

Traffic

10. A Road Network and Traffic Management Plan that includes:
 - a) An internal road layout that provides for a high level of permeability through, and within, the developments, for all vehicular and non-vehicular traffic and which responds to the topography of the site
 - b) Definition of the cross sections, including where relevant, verge widths (that includes nature strips, footpaths, indented parking spaces), kerb and channel, pavement widths and pathways for all identified roads within and abutting the development, to meet the traffic needs and be capable of incorporating any drainage elements, e.g. WSUD.
 - c) Local area traffic management treatments, both internal and external of the development, to minimise vehicle speeds and provide traffic management. This may include treatments in Grange Park Drive to minimise any potential use of this road as an alternate route instead of using Hams Road and Ghazeepore Road.
 - d) The upgrading of the intersection at Ghazeepore Rd/Hams Road/Sugargum Drive
 - e) The upgrading and widening of Hams Road between Ghazeepore Road and the Hams Road court bowl at its western end
 - f) The upgrading and widening of Ghazeepore Road between Hams Road and the Geelong-Warrnambool railway reserve
 - g) Pedestrian/bicycle crossing facilities of Ghazeepore Road will be required as part of the intersection upgrade at the Ghazeepore Rd/Hams Road/Sugargum Drive intersection.

The Road Network and Traffic Management Plan is to address all off-site traffic infrastructure requirements associated with the development of the sites. The Road Network and Traffic Management Plan must be accompanied by a Road Safety Audit prepared by an appropriately qualified Road Safety Auditor, and must address any safety issues raised in the Audit which arise as a consequence of the development of the land.

EXTERNAL REFERRALS

CCMA

11. A legible copy of the Surface Water Management Strategy - page 4 (current Concept Plan) and page 18 (Cross sections A and B)
12. Flood/Hydraulic Analysis as detailed in the CCMA letter and CoGG Engineering comments.

PTV

13. An updated acoustic assessment that addresses the additional train movements as outlined in the PTV letter of 6/9/17 and email of 2/10/17.

Downer Tenix

14. A response to the four points raised in the Downer Tenix letter in relation to the high pressure gas pipeline.

Barwon Water

15. A response to the Barwon Water letter in particular the requirement for a new sewer pump station and it's location at the low point of the development site.

EPA

16. A response to EPA's concern that the 250m separation distance (from the northern edge of the Boral works authority to the southern edge of the site) will not be met.
17. An environmental site assessment which documents the past uses of the site and identifies the location of any land contamination that has occurred on the site.

We are still waiting on comments from DELWP and DEDJTR (re Boral quarry impacts).

PLANNING ISSUES

In addition to the further information outlined above resulting from referral comments, I also request that you provide the following:

18. A response to the draft Development Plan Overlay Schedule proposed under Amendment C276 which is a useful checklist of issues to be addressed.
19. Information on how you propose to deal with land within the 250 metres buffer distance from the Boral quarry in terms of zoning, staging and subdivision layout.
20. A planning report that summarises all the key issues and provides strategic justification. The draft Explanatory Report is a document that we (as the Planning Authority) will modify and you will lose control of its content.

When we meet I would also like to discuss staging of the development and a Section 173 Agreement to deal with off site infrastructure and a community infrastructure contribution.

If you have any queries please contact me by email psmith@geelongcity.vic.gov.au or phone 5272 4856 or Erin Jones, Town Planner by email ejones@geelongcity.vic.gov.au or telephone 5272 4766.

Yours sincerely



PETER SMITH
COORDINATOR STRATEGIC IMPLEMENTATION

Attached: Copies of internal and external comments

Appendix 2 – Authorisation for C372 from the Minister’s delegate



Department of Environment, Land, Water and Planning

Address
Suburb, Victoria Postcode
Telephone: 03 XXXX XXX
DX 210XXX
www.delwp.vic.gov.au

Mr Martin Cutter
Chief Executive Officer
Greater Geelong City Council
Email address: psmith@geelongcity.vic.gov.au

Dear Mr Cutter

PROPOSED GREATER GEELONG PLANNING SCHEME AMENDMENT C372GGEE

I refer to your council’s application for authorisation to prepare an amendment to the Greater Geelong Planning Scheme. The amendment proposes to rezone land at 35 and 69-93 Hams Road Waurin Ponds from Farming Zone to General Residential Zone and applies the Design and Development Overlay to the land.

Under delegation from the Minister for Planning, in accordance with section 8A of the *Planning and Environment Act 1987* (the Act) I authorise your council as planning authority to prepare the amendment subject to the following conditions:

- To ensure the issue of the buffer to the adjacent quarry is fully resolved a condition should be included requiring direct notice of the amendment to the Environment Protection Authority and the Department of Jobs, Precincts and Regions (Earth Resources Division).

The amendment must be submitted to the Minister for approval.

The authorisation to prepare the amendment is not an indication of whether or not the amendment will ultimately be supported.

Please note that [Ministerial Direction No. 15](#) sets times for completing steps in the planning scheme amendment process. This includes council:

- giving notice of the amendment within 40 business days of receiving authorisation; and before notice of the amendment is given, setting Directions Hearing and Panel Hearing dates with the agreement of Planning Panels Victoria. These dates should be included in the Explanatory Report ([Practice Note 77: Pre-setting panel hearing dates](#) provides information about this step).

The Direction also sets out times for subsequent steps of the process following exhibition of the amendment.

The Minister may grant an exemption from requirements of this Direction. Each exemption request will be considered on its merits. Circumstances in which an exemption may be appropriate are outlined in [Advisory Note 48: Ministerial Direction No. 15 – the planning scheme amendment process](#).

In accordance with sections 17(3) and (4) of the Act, the amendment must be submitted to the Minister **at least 10 business days** before council first gives notice of the amendment.

Privacy Statement

Any personal information about you or a third party in your correspondence will be protected under the provisions of the Privacy and Data Protection Act 2014. It will only be used or disclosed to appropriate Ministerial, Statutory Authority, or departmental staff in regard to the purpose for which it was provided, unless required or authorised by law. Enquiries about access to information about you held by the Department should be directed to the Privacy Coordinator, Department of Environment, Land, Water and Planning, PO Box 500, East Melbourne, Victoria 8002



Please submit the amendment electronically using the Amendment Tracking System (ATS).

If you have any further queries in relation to this matter, please contact Mark Gregory, Senior Regional Planner, Department of Environment, Land, Water and Planning on 03 5226 4606 or email mark.gregory@delwp.vic.gov.au.

Yours sincerely



Kim McGough
Manager – Barwon South West
Regional Planning Services

20/02/2019

Appendix 3 - Response to Strategic Assessment Guidelines

Why is the Amendment required?

Rezoning the subject site from the Farming Zone to the General Residential Zone will allow the subdivision and development of the land for residential use.

The land is the last Farming Zone site inside the Ring Road / Anglesea Rd in this part of the municipality. Strategic justification for rezoning is provided by the Armstrong Creek Urban Growth Plan, the G21 Regional Growth Plan and the City's recently adopted Settlement Strategy.

The site is strategically well located for residential development being close to the Waurin Ponds Railway Station and major roads including Baanip Boulevard, the Ring Road and Ghazepore Road. It will provide further housing relatively close to the major employment, education and retail hubs of the Epworth Hospital, Waurin Ponds Shopping Centre and Deakin University

How does the Amendment implement the objectives of planning in Victoria?

Section 4 of the Act sets out the objectives of planning in Victoria. Those that are directly related to this Amendment are:

The amendment implements the objectives set out in section 4 of the Planning and Environment Act 1987, which are:

To provide for fair, orderly, economic and sustainable use and development of land.

Development of the land for urban purposes will assist in consolidating the urban setting of the area and result in better use of local facilities.

To provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity.

The subject land contains the waterway of Armstrong Creek which provides important east-west habitat corridors and connectivity through the region. This sensitive area will be protected during the development and converted to open space.

To secure a pleasant, efficient and safe working, living, and recreational environment for all Victorians and visitors to Victoria.

The application contains requirements that regulate the subdivision of land so as to create pleasant residential neighbourhoods in close proximity to jobs, services and recreational facilities.

To protect public utilities and other assets and enable the orderly provision and coordination of public utilities and other facilities for the benefit of the community.

Drainage infrastructure will be upgraded to cater for urban development and allow for natural flows into retarding basins or wetlands; urban development is appropriately setback from the power substation; and the Geelong/Warnambool Railway Corridor and Baanip Boulevard traversing the south of the subject site, have appropriate acoustic treatments against associated noise sources.

To balance the present and future interests of all Victorians.

Providing for urban development in the area will ensure additional housing supply for this part of the municipality. It provides an opportunity for a diversity of residential lot sizes and housing types to benefit future generations of residents.

How does the Amendment address any environmental, social and economic effects?

An assessment of the site's ecological and Aboriginal cultural heritage identified minimal areas of significance. High levels of land modification have occurred through the construction of the basins on site, likely destroying any Aboriginal archaeological deposits which may have been present.

Areas of remnant native vegetation across the entire subject site are limited to small fragmented patches of the Grassy Woodland Ecological Vegetation Class (0.391ha in total). An impact assessment of the development on the identified EVC has been undertaken and identifies biodiversity offsets which will need to be contributed.

Noise from the nearby Geelong Ring Road has been assessed by acoustic experts and reviewed by Vic Roads. It has been determined that noise levels are just under those which would require the installation of noise walls.

Environmental Effects

There are a number of environmental matters that affect the subject land to be rezoned for residential purposes.

Noise - According to the site's Road Traffic and Rail Noise Assessment completed by MDA (May 2018) the proposed residential development will be impacted by the following sources:

- Train noise from the adjacent railway line
- Noise due to the future train stabling facility
- Traffic noise from the Geelong Ring Road and Baanip Boulevard
- Local commercial or industrial sites and associated operations (e.g. Powercor, which will be assessed by others).

The MDA report prescribes treatments and measures to address the noise impact on the development and these are implemented through the DDO and permit conditions.

Gas Pipeline - SP AusNet operates a high pressure gas pipeline that runs parallel to the western boundary of the land to be rezoned for residential purposes. As a result of a safety management workshop with relevant stakeholders in 2013, all matters of 'threat' were ruled 'controlled' with no further analysis or risk assessment required.

Boral limestone quarry - the site is located proximate to the Boral limestone quarry which is situated to the west and south. Boral's 'Works Authority' and the Planning Scheme requires a 250 metre separation for land 'without blasting' to residential land. Parts of the land being rezoned fall within the 250m buffer and the draft permits and DDO require permission from Earth Resources Regulation Branch of the Department of Jobs, Precincts and Regions prior to this land being developed.

- *Waterway and Flora and Fauna* - An updated flora and fauna assessment was submitted with the application and its findings include:
- The site contains patches of remnant native vegetation primarily in the northern portion of the property. This includes a patch of Grassy Woodland that is located within the Hams Road reserve, other patches of depleted Grassy Woodland now represented largely by remnant native grasses; and wetland and creek line vegetation along the waterway and wetland areas in the northern portion of the study site.
- Some patches of weeds were identified that require management under the Catchment and Land Protection Act, 1994 (documented in the 2014 report).
- The waterway and its wetlands contain the most environmentally sensitive areas within the site and requires careful consideration to avoid adverse impacts at any future design stages.

In terms of the designated waterway, the Corangamite Catchment Management Authority has advised that a 30m vegetated buffer will be required on both sides of the waterway and that the natural creek alignment should be retained. The proposed creation of a creek reserve incorporating the waterway, vegetated buffers and linear open space will result in a good planning and environmental outcome. It will contribute to the rehabilitation of the waterway and formalise this part of the site as a recreational and ecological corridor similar to the approach adopted in the Armstrong Creek Urban Growth Area.

Social and Economic Effects

The positive social effects of the amendment include the provision of further housing choices to the Geelong community. There are a range of lot sizes proposed which would suit different

homebuyers and demographics ranging from medium density sites and small conventional house lots to larger allotments of 850 square metre plus along Hams Rd. The future and existing residents in the area will also benefit from improved public open space, shared pathways and road intersection improvements.

An accompanying Section 173 Agreement will require a financial contribution towards community facilities in the Waurm Ponds, Armstrong Creek/Grovedale area.

The existing residential community to the north and north east of the site have previously expressed concerns about the site's development due to negative impacts of additional population in particular increased traffic movements and smaller residential lots.

Does the Amendment address relevant bushfire risk?

Bushfire and grassfire risk is expected to be minimal for this development given the existing urbanisation of the area and physical infrastructure such as road and rail network.

The 'Bushfire Prone Area' mapping maintained by the State Government identifies the subject land to be included in a Bushfire Prone Area.

The Country Fire Authority (CFA) was consulted and advised it has no objection to the rezoning of the land for residential use. The CFA also provided comments on the planning permit application advising it has no objection but providing several conditions to be included on the permits. As a result, the amendment and draft permits are considered adequately address Bushfire risk as required by Clause 13.02 of the planning scheme.

Does the Amendment comply with the requirements of any Minister's Direction applicable to the amendment?

The amendment is consistent with the *Ministerial Direction on the Form and Content of Planning Schemes* under section 7(5) of the Planning and Environment Act 1987.

The amendment is affected by the *Minister's Direction - Strategic Assessment of Amendments* under section 12 of the *Planning and Environment Act 1987* and complies with this direction.

Ministerial Direction No.1 Potentially Contaminated Land has been considered. The land has been used for agriculture and does not strictly meet the definition of potentially contaminated land as outlined in the Direction. However, the historic farming use, proximity to the electricity sub-station and the reported presence of a livestock dip or spray race (raised previously by a community member) has warranted further investigation. A Preliminary Site Investigation was undertaken by Tonkin and Taylor Jan 2018 to "identify potential sources of historical contamination at the site, the types of contaminants that may be present, and the constraints they may pose for the intended future use (low density and medium density residential)."

Based on a review of the site history and the site inspection Tonkin and Taylor did not identify historical activities at the site associated with significant potential contamination. However, conditions have been placed on the draft planning permits to require further testing and investigation of soil contamination.

The amendment is affected by Ministerial Direction No. 15- The Planning Scheme Amendment Process and complies with this Direction.

How does the Amendment support or implement the State Planning Policy Framework and any adopted State policy?

The Amendment supports the following state policies from the Planning Policy Framework:

- Clause 11.01-1S Settlement - The amendment supports this policy as it will facilitate residential growth in an orderly manner located close to educational and community services in a broader established residential context.
- Clause 11.01-1R Settlement Geelong (G21) - The amendment supports this policy as the area is identified to support planned growth and optimises the use of existing infrastructure and services.
- Clause 15.01-1S Urban Design – The proposed rezoning, subdivision layout and open space are considered to meet the objective: “To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.”

How does the Amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?

The amendment supports:

- Clause 21.02 City of Greater Geelong Sustainable Growth Framework – by providing a logical consolidation of development within an established and growing urban area.
- Clause 21.04 Municipal Framework Plan – through delivering new residential land within an area identified as urban and adjacent to areas identified as urban growth areas.
- Clause 21.06 Settlement and Housing discusses the importance of urban consolidation. The proposal supports this policy by locating development in an area that is well serviced and has the capacity to accommodate sustainable development.
- Clause 21.08 Development and Community Infrastructure – via delivery of new residential land near existing and planned infrastructure and transportation.

- Clause 21.11 Armstrong Creek Urban Growth Area – the rezoning the land adds to the residential opportunities provided in the Armstrong Creek growth area and will help support facilities proposed near the Waurm Ponds railway station. The proposed development also continues the creek reserve / biodiversity corridor outlined within the framework plan along Armstrong Creek.

Does the Amendment make proper use of the Victoria Planning Provisions?

The Amendment makes proper use of the Victorian Planning provisions in so far as:

- Applying the General Residential Zone (Schedule 1) to the land to be used for residential purposes.
- Introducing and applying a new schedule to the Design and Development Overlay to ensure future subdivision permits consider the interface with the residential area to the north, reinstatement of the east-west waterway and a safe and connected transport network including walking and cycling paths.
- Applying the Public Use Zone 1 to land owned by Barwon Water as the appropriate zone rather than Farming Zone.

Appendix 4 – Extract from Council report on Settlement Strategy

The individual areas put forward for consideration are summarised below:

Urban Geelong

35 & 69-93 Hams Road Wauron Ponds (2)

These sites have previously been strategically identified for residential development and rezoning from the Farming Zone (amendments C273 & C372). The submission noted it appeared this site had been erroneously excluded by the permanent settlement boundary indicated on the framework plan.

Response

Agreed. Strategic justification for residential development on these sites was previously set out as part of amendment C273 and includes the Armstrong Creek Urban Growth Plan, G21 Regional Growth Plan and State and Local Planning Policy. The framework plan will be amended to include these sites within the boundary.

Boral site Wauron Ponds (2)

Boral land bounded by Baanip Bld and railway Anglesea and Whites Road should be included as a future investigation area. Land not used for quarry and is well located. Three precincts identified northern (short term), central and southern (longer term). Northern precinct 125ha could provide mix of housing, employment and parklands. This development would assist Boral operations at the port.

Response

A submission from the owner would be considered as part of the process for developing a permanent settlement boundary.

Moolap - Future Urban Growth Boundary to extend to the future Geelong Ring Road extension (8)

Eleven submissions were received from landholders in the Moolap area where the proposed ring road will be constructed. It was argued the ring road could open up development opportunities and this area is well located with good links to central Geelong and the Bellarine.

Response

Given the final planning for the ring road has not been completed it is premature to include this area within the settlement boundary. Once the road is completed the implications will be better understood and further assessments can be made. The final outcomes of the Moolap Coastal Strategic Framework Plan will also potentially have implications for this area.

Moolap - Alcoa land (1)

The draft Moolap Coastal Strategic Framework Plan sets out the primary directions for the south-east precinct (land between Moolap and Leopold on the north side of the Portarlington Highway) as residential (long term) and the Point Henry precinct as residential and tourism (short term).

Response

The Moolap investigation area will be marked on the Framework Plan as the final directions have not been released by the state government. Council raised issues in relation to aspects of the draft and it is unclear how these might have been resolved, if at all, in the final Plan. Should the Plan be released post Council adoption refinements can be made as part of the Planning Scheme amendment process.

Appendix 5 – Revised DDO Schedule

Version 2 1/8/19 CoGG

GREATER GEELONG PLANNING SCHEME

—/—/20—
C372

SCHEDULE 45 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as DDO45

HAMS ROAD, WAURN PONDS RESIDENTIAL SUBDIVISION

1.0 Design objectives

—/—/20—
C372

To ensure an appropriate transition [of housing density](#) and interface between the subject land and the residential area to the north of Hams Road.

To reinstate the natural east-west waterway and make it a central feature of the development including opportunities for environmental restoration, open space and stormwater management.

To provide a safe and interconnected transport network that includes opportunities for walking and cycling, minimises impacts on adjoining streets and directs car traffic to an upgraded Hams Road / Ghazeeopore Road intersection.

2.0 Buildings and works

—/—/20—
C372

A permit is not required to construct a building or a fence or to construct or carry out works not associated with the subdivision of the land.

3.0 Subdivision

—/—/20—
C372

A permit to subdivide land must meet the following requirements:

Urban Design

- [Subdivision design should provide a range of lot sizes and densities to encourage a variety of housing types including larger lots of a minimum 700 square metres around the perimeter of the site and conventional lots of a minimum 300 square metres towards the core of the site.](#)
- Residential lots fronting Hams Road must have a minimum lot size of 800 square metres and a minimum frontage to Hams Road of 25 metres.
- [All residential L\]ots fronting Hams Road must include a restriction on title preventing them from containing more than one dwelling and being further subdivided.](#)
- Subdivision design must incorporate the reinstatement of the creek system as a key drainage, environmental and open space feature.
- Open space and drainage reserves should be interfaced by roads on at least three sides.
- [Appropriate buffer treatments, interfaces, setbacks and acoustic treatments \(where required\) must be provided to: the Powercor electrical substation utility; Princes Freeway and Baanip Boulevard; Geelong-Warrnambool Railway Line and the land south of the railway line which may be subject to future extractive industry.](#)
- [Residential lots impacted by noise from the electricity substation must include a restriction on title that requires dwellings is to be designed, constructed and maintained to include noise attenuation measures. These noise attenuation measures must ensure that all industrial noise received at new residential or other noise-sensitive uses complies with the requirement of EPA Publication 1411, Noise from Industry in Regional Victoria \(NIRV\), and associated recommended maximum noise levels, at all external locations \(if fixed glazing precludes external measurements, internal measurements must comply with inferred internal noise limits specified under SEPP N-1\).](#)

Stormwater Management

- Land must be set aside for drainage purposes to meet peak discharge limits and water sensitive urban design elements in accordance with performance objectives of Urban Stormwater: Best Practice Environmental Management Guidelines (CSIRO, 1999), Infrastructure Design Manual, and CoGG Design Notes.
- The design of retarding basins must have sufficient land area set aside for heavy vehicle access and sediment drying; as well as measures to mitigate mosquito breeding in accordance with best practice guidelines.
- A stormwater management system must be designed to ensure that:
 - peak discharge rates and pollutant loads of all stormwater leaving the site post development are regulated to integrate with downstream infrastructure, at no greater than pre-development rates.
 - no adverse impacts to any surrounding land, upstream or downstream.

Traffic and Pedestrian Movements

- An integrated and continuous network of safe and convenient footpaths and shared paths including a shared pathway along Hams Road and the full length of the creek reserve with connections to Hams Rd, Ghazeeopore Road and the Princes Freeway path.
- Vehicle access to the site to be from Hams Road only with no direct access to Ghazeeopore Road.
- Upgrading of the intersection at Hams Road and Ghazeeopore Road including a safe pedestrian and cycle crossing of Ghazeeopore Road.
- Upgrading and widening of Hams Road between the Hams Road court bowl and the intersection at Ghazeeopore Road.
- ~~A contribution towards Upgrading and widening of Ghazeeopore Road between the Hams Road and Ghazeeopore Road intersection and Burgundy Drive the Geelong-Warmambool Railway Reserve.~~
- Local area traffic management treatments to discourage and minimise vehicle movements from the development into Grange Park Drive.

Public Open Space

- A creek reserve of approximately 30 metres either side of the reinstated east-west waterway.
- One centrally located local park of approximately one hectare, of regular shape and in close proximity to the creek reserve.
- An open space contribution (in cash or land or a combination of both) to a minimum of 10% of the developable residential land not including encumbered land such as buffer treatments, drainage reserves and land within the creek reserve.

An application to subdivide land is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act.

4.0 Signs

~~4.0~~
C372

None specified

5.0 Application requirements

~~5.0~~
C372

None specified

6.0 Decision guidelines

~~6.0~~
C372

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- The need to ensure the coordinaton, sequencing and efficient delivery of service infrastructure, road connections and open space across the properties subject to this overlay.