



**JETTY ROAD / CENTRAL ROAD, DRYSDALE
AMENDMENT REQUEST REPORT**

July 2017

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1. INTRODUCTION

St Quentin Consulting has been engaged to pursue a Planning Scheme Amendment for the area described as Jetty Road / Central Road, Drysdale (refer to Figure 1).

This Amendment seeks to re-zone the whole of the land from Rural Living Zone (RLZ) to General Residential Zone Schedule 1 (GRZ1) and apply a Development Plan Overlay (DPO) to the whole of the subject site.

This Amendment request derives from:

1. The adopted Drysdale / Clifton Springs Structure Plan (2010), which in relation to the subject site states (amongst other matters):

“Consistent with the 1992 Structure Plan, the area bound by Jetty Road, Wyndham Street, Central Road (including the large Residential 1 zoned allotments to the north east) and Ada Street is considered suitable for residential development” (p8).

“To ensure a coordinated development over multiple ownerships, the area should be managed through the application of either a Development Plan Overlay (DPO) or an Incorporated Plan Overlay (IPO)” (p9)

“A Development Contributions Plan (DCP) may also be appropriate to assist in the delivery of drainage infrastructure and an open space network including linkages from Griggs Creek to McLeods Waterholes and the recreation reserve” (p9)

2. The designation of the site as “Rezone to General Residential” on the Structure Plan Map at Clause 21.14-10.
3. The Implementation Action at Clause 21.14-3 which states “Support the application of the General Residential Zone Schedule 1 to identified residential infill areas with appropriate Development Plan Overlay and Developer Contribution Plan controls

This Amendment Request proposes the rezoning of the subject land to the General Residential Zone Schedule 1 (GRZ1) and the application of the Development Plan Overlay in accordance with the applicable strategic directions of Clause 21.14. Section 6 of this report details the proposed approach to shared infrastructure / developer contributions.

This report supports and justifies the Amendment request by detailing:

- The site and its context;
- The proposed Amendment; and
- The Jetty Road / Central Road Framework Plan, which establishes the strategic framework that will guide future Development Plan preparation and land use and development;

2. SUBJECT SITE

The subject site is generally located north of Wyndham Street, east of Jetty Road, south of Thomas Street and on both sides of Central Road. The subject site is approximately 42ha in area.

The majority of existing allotments within the subject site are currently utilised for low density residential / lifestyle purposes and contain an existing dwelling and associated outbuildings. The majority of allotments are cleared, with clearings interspersed with planted native (non-indigenous) and exotic trees and shrubs along windrows, property boundaries and around dwellings. The subject site increases in elevation from west to east, with the highest points all located east of Central Road.

The whole of the subject site is contained within the Rural Living Zone (RLZ). No Overlays apply.

Figure 1: Site Location Plan



3. TECHNICAL ASSESSMENTS

The following describes the key findings of the technical assessments that were undertaken to inform the preparation of the Amendment Request and Framework Plan. A copy of each background investigation is submitted in conjunction with this report.

2.1 Flora & Fauna

A preliminary ecological assessment was carried out by Okologie Consulting in October 2016.

Key Findings:

- The site is highly modified and characterised by exotic dominated pasture, interspersed with planted native (non-indigenous) and exotic trees and shrubs along windrows, property boundaries and around dwellings.
- No native vegetation was observed within the site during the assessment.
- No listed threatened ecological communities, flora or fauna species or associated habitats were observed during the field assessment, and none are considered likely to occur due to the absence of suitable habitat.

2.2 Arboriculture

An arboricultural assessment of some (but not all) properties within the study area was carried out by Let's Talk About Trees in December 2016. As the Proponent does not own / control the majority of properties and the consultant team did not have permission to enter the majority of properties within the study area, it has not been possible to arboriculturally assess all properties within the study area.

Key Findings:

- All sites assessed are residential gardens comprising planted vegetation
- No trees were identified as remnant
- The majority of trees were assessed as semi-mature and mature (no very mature assets), in various stages of health
- Trees have varying degrees of retention value, however most do not have high long term retention value.
- While cost can potentially affect viability, it is possible that some mature trees in good health could be relocated within the site if required.

2.3 Cultural Heritage

A Cultural Heritage Assessment was prepared by the Cultural Heritage Management Group in December 2016.

Key Findings:

- Part of the subject site is located within an area of Aboriginal Cultural Heritage Sensitivity as it is located proximate to McLeods Waterholes and Griggs Creek.
- A CHMP will be a mandatory requirement for the subdivision and development of land in the southern portion of the subject site that is within an area of Aboriginal Cultural Heritage Sensitivity.

2.4 Traffic & Transport

A traffic engineering assessment was undertaken by Cardno in July 2017.

Key Findings:

- Access to the subject site will be from Jetty Road, Wyndham Street, Central Road and Thomas Street.
- The future development of the subject site will necessitate an upgrade the intersection of Wyndham Street / Central Road, and the construction of a new site access intersection on Wyndham Street and a new site access intersection on Jetty Road.
- To provide for a continuous shared path network linking Griggs Creek to McLeods Waterhole, pedestrian lights can safely be provided on Jetty Road.
- The subject site is anticipated to generate in the order of 550 vehicle movements in the peak hours and 5,500 vehicle movements per day; analysis of the proposed access intersections indicates that this level of traffic can be adequately accommodated by the surrounding road network.
- The Framework Plan provides an indicative subdivision road layout, road hierarchy and road cross sections that are generally consistent with the requirements of the Greater Geelong Planning Scheme.

2.5 Stormwater Management Strategy

A Stormwater Management Strategy was prepared by Water Technology in July 2017.

Key Findings:

- Current flood mapping available from the City of Greater Geelong (CoGG) has identified the site as being subject to flooding from Griggs Creek and its tributaries.
- The Corangamite Catchment Management Authority (CCMA) provided initial information indicating that two designated waterways pass through the subject site. There are no obvious watercourses within the subject site. Based upon further work the CCMA has confirmed that:
 - There are no designated waterways located on the site, however, the development layout must maintain conveyance capacity of Flowpath 3;
 - The proposed development must not result in afflux for a range of events up to and including the 1% AEP event;
 - The proposed development layout ensures there is no net loss of flood storage within the site; and
 - No new lots can be created within the post developed mapped 1% AEP flood extent.
- Water Technology has developed a concept design to manage 1% AEP flood flows across the subject site under developed conditions. That concept design, which is incorporated into the proposed urban layout as layout as detailed on the Framework Plan:
 - Maintains the conveyance capacity of Flowpath 3;
 - Ensures there is no net loss of flood storage within the site; and
 - Ensures no new lots are created within the post developed mapped 1% AEP flood extent.

2.6 Civil Engineering Servicing Strategy

A Civil Engineering Strategy was prepared by St Quentin Consulting in July 2017.

Key Findings:

- All requisite urban services are proximate to the site
- The subject site can be serviced via connection to / extension of the existing urban services network.
- Aside from the need to provide appropriate on-site stormwater infrastructure, the development of the subject site will not trigger any major upgrades to the existing urban services network

4. STRATEGIC CONTEXT

3.1 Settlement

The G21 Regional Growth Plan (SPPF Clause 11.05-5) identifies that larger towns such as Drysdale/Clifton Springs “provide significant housing opportunities and a range of services to smaller coastal towns”. Drysdale / Clifton Springs is identified as a “District Town”. The G21 Regional Growth Plan seeks to “Encourage growth of district towns or centres consistent with existing Structure Plans/Growth Plans. With Armstrong Creek, this will accommodate a further 125,000 people over the next 20 – 30 years. Development of underutilised sites and urban infill is actively recommended within these settlements to ensure a range of housing choice”.

This is consistent with SPPF Clause 11.07-1, a Strategic of which is to “Support the growth of Bannockburn, Colac, Drysdale/Clifton Springs, Lara, Leopold, Ocean Grove and Torquay/Jan Juc as district towns by building on existing and planned infrastructure and focussing growth along key road and rail networks”.

The LPPF (Clause 21.14-2) acts to support and implement these SPPF directions:

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

“Support the development of the Jetty Road Urban Growth Area and other areas identified for residential development on the Structure Plan map”.

3.2 Environmental Risks

The SPPF (Clause 12.01-1) seeks to protect life, property and infrastructure by identifying floor risk and avoiding development within areas vulnerable to flood risk. The LPPF (Clause 21.05-7) supports and implements these SPPF directions by seeking to protect floodplains and by minimising the potential for damage and risks to public safety and property from flooding.

3.3 Built Environment and Heritage

The SPPF (Clause 15.01-1) seeks to ensure the creation of future urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity. The LPPF (Clause 21.06-1) supports and implements these SPPF directions by seeking to ensure that all development contribute positively to the quality of the urban environment so that it may be enjoyed and respected by the existing and future community

3.4 Housing

The SPPF (Clause 16.01) seeks to promote a housing market that meets community needs by increasing the supply of housing within existing urban areas. The LPPF (Clause 21.06-2) supports and implements these SPPF directions by directing urban growth to designated urban growth areas.

3.5 Infrastructure

The SPPF (Clause 19) seeks to facilitate the timely provision of planned infrastructure. The LPPF (Clause 21.08) supports and implements this SPPF direction by seeking to ensure that development and community infrastructure is provided in a sustainable and timely manner in all areas, with particular regard to the servicing of new communities in new urban growth areas and large urban infill areas.

5. PROPOSAL

This Planning Scheme Amendment request seeks to re-zone the land to facilitate standard residential development.

The following specific changes to the applicable planning provisions are proposed to facilitate these outcomes:

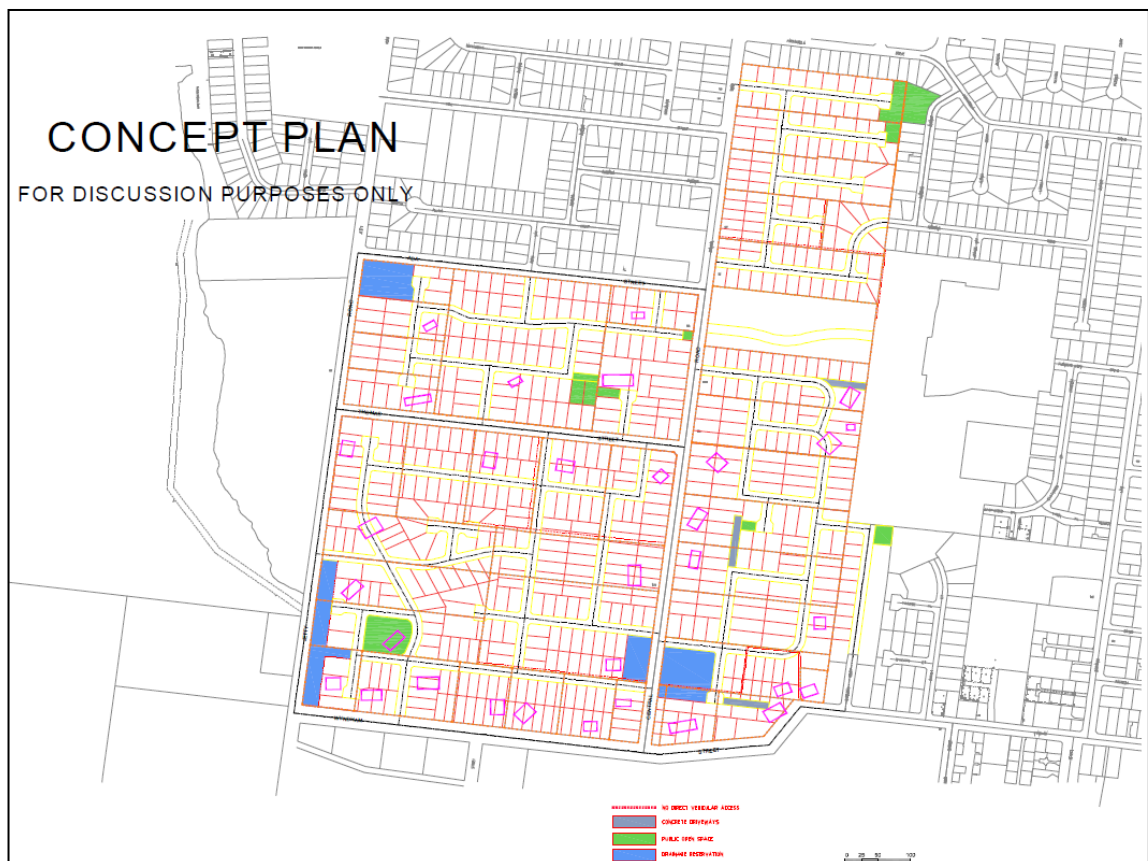
- Re-zone the whole of the land from Rural Living Zone (RLZ) to General Residential Zone Schedule 1 (GRZ1);
- Apply a Development Plan Overlay (DPO) to the whole of the land.

5.1 Framework Plan and Land Budget

The adopted Drysdale / Clifton Springs Structure Plan (p9) states:

To ensure a coordinated development over multiple ownerships, the area should be managed through the application of either a Development Plan Overlay (DPO) or an Incorporated Plan Overlay (IPO) based around the Central Road Concept Plan (Figure 1). The DPO should also apply to the undeveloped Residential 1 zoned land on east side of Central Road to maximise integration.

A copy of the “Central Road Concept Plan” is set out below.



A more detailed Framework Plan and associated land budget, based upon the key directions of the “Central Road Concept Plan” and refined based upon the findings of the above-mentioned

technical assessments and pre-application discussions with Council, are set out overleaf. Large scale versions of both documents are contained at Appendix 1 & 2.

The Jetty Road / Central Road Framework Plan and associated land budget are predicated upon the following key elements:

Image and Character

- Achieving a very high quality public realm that focuses on the important role of linear open space in creating a distinctive, high quality and pleasant urban environment

Subdivision and Housing

- Establishing well defined, walkable neighbourhoods that are well connected internally and externally
- Delivering an urban structure that facilitates the provision of a diversity of lot sizes and configurations
- Delivering an urban structure that readily facilitates the coordination of future development over multiple ownerships

Public Open Space, Natural Systems and Biodiversity

- Ensuring all residents are within proximity to public open space that provides appropriate opportunities for recreation and passive use
- Providing excellent passive surveillance of all public open space
- Providing extensive opportunities for the retention of established planted vegetation within open space reserves

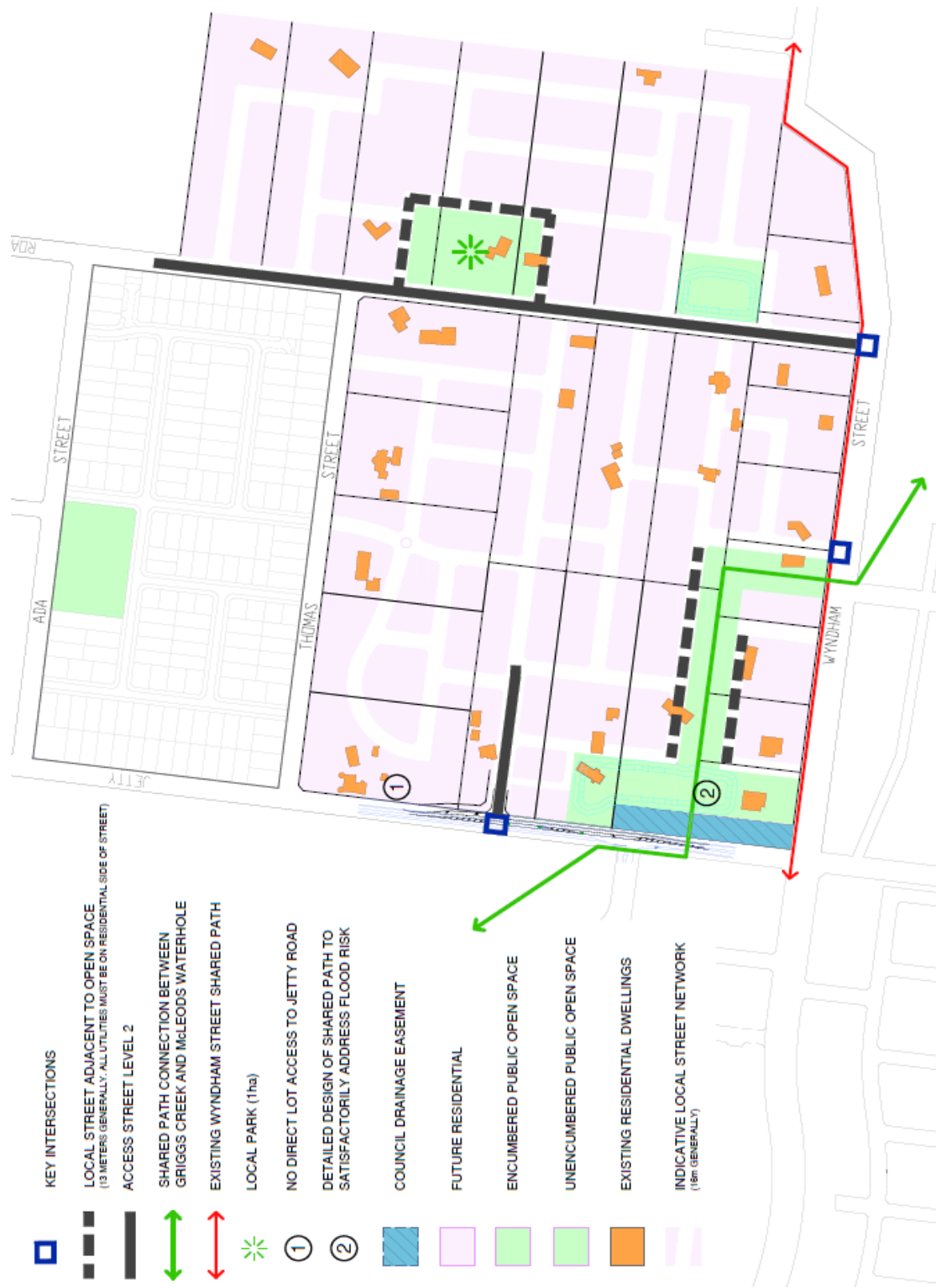
Transport and Movement

- Creating a permeable, modified grid that distributes traffic flows and promotes use of a range of transport options, in particular walking and cycling
- Establishing an excellent network of inter-connected pedestrian and cycling routes that provide access between Griggs Creek and McLeods Waterholes and connections to the town centre to the east and activity centre to the west

Drainage and Floodplain Management

- Establishing a deliverable, integrated drainage and stormwater management system that:
 - Maintains flood conveyance
 - Ensures no net loss of flood storage
 - Ensures no new lots created within the post developed mapped 1% AEP flood extent.

Jetty Road / Central Road Framework Plan



Jetty Road / Central Road Framework Plan Land Budget

	HECTARES	% TOTAL PRECINCT	% NDA
TOTAL PRECINCT AREA	41.58		
ENCUMBERED LAND			
Existing Drainage Easement	0.44	1.05%	1.18%
Wetland / Retarding Basins	1.17	2.80%	3.16%
Basin Reserve below Q100	0.21	0.51%	0.57%
Sub-Total	1.81	4.36%	4.91%
UN-ENCUMBERED LAND			
Basin Reserve above Q100	0.60	1.45%	1.63%
Linear Open Space	1.21	2.91%	3.27%
Active Open Space	1.00	2.41%	2.71%
Sub-Total	2.81	6.76%	7.61%
NET DEVELOPABLE AREA	36.95	88.87%	

6. IMPLEMENTATION

This Amendment request seeks to facilitate the future use and development of the subject site at standard residential densities.

The components of the Amendment that are required to achieve this outcome are as follows:

- Re-zoning of the subject site from Farming Zone (FZ) to General Residential Zone Schedule 1 (GRZ1); and
- Application of a Development Plan Overlay (DPO) to the subject site.

The application of a Development Plan Overlay (DPO) will require the preparation of a detailed Development Plan for the whole of the subject site (singularly or in stages) prior to its subdivision and development for residential purposes. A Development Plan Overlay is considered an appropriate VPP planning tool in this instance because beyond the re-zoning of the land, the residential re-development and servicing of the land needs to be planned in a fully integrated and comprehensive manner prior to the commencement of subdivision development.

A draft Schedule to the Development Plan Overlay, which translates the key principles of the Jetty Road / Central Road Framework Plan into the appropriate VPP planning tool, is appended to this report at Appendix 3.

Once Council has given its in-principle support for the Jetty Road / Central Road Framework Plan as detailed in this report, a Shared Infrastructure Funding Plan (SIFP) and associated draft S173 Agreement will be prepared to identify the shared infrastructure required to support the urban development of the area and the formal arrangements for the delivery of that infrastructure. The SIFP and draft S173 Agreement will be exhibited as part of the Amendment. This approach to shared infrastructure is consistent with Council's standard approach for smaller, multi-landowner growth areas.

7. CONCLUSION

This Planning Scheme Amendment Request supports and implements the key applicable directions of both the State and Local Planning Policy Frameworks.

The Jetty Road / Central Road Framework Plan as detailed in this report and supporting documents responds to the key principles and directions of the applicable strategic policy framework relating to land use, urban growth and infrastructure development, and has specific regard to the characteristics, opportunities and constraints presented by the subject site and its immediate context.

The proposed Development Plan Overlay Schedule establishes a set of key principles that will facilitate the orderly re-development of the subject site for residential purposes, in accordance with applicable strategic directions and statutory requirements.

The application of the General Residential Zone Schedule 1 and the Development Plan Overlay constitute an appropriate use of the VPP's, and the proposed development of a SIFP and associated S173 Agreement (following resolution of the Framework Plan to Council's satisfaction) represents an appropriate and logical approach to dealing with shared infrastructure.

The proposed Amendment therefore will ensure that the future residential development of the subject site occurs generally in accordance with the both the broader strategic planning policy framework (both State and Local), as well as the key principles of the Jetty Road / Central Road Framework Plan. Further, the proposed DPO Schedule will require a range of more detailed planning issues to be resolved prior to the commencement of any re-development works.

It is considered that the approach to the planning for the future use and development of the subject site as detailed in this report is sound and strategically justified. Upon this basis, it is requested that Council seek Ministerial Authorisation to prepare a Planning Scheme Amendment to re-zone the subject site in accordance with the implementation actions as detailed in this report.

APPENDIX 1: Jetty Road / Central Road Framework Plan

APPENDIX 2: Land Budget

APPENDIX 3: Draft Development Plan Overlay Schedule