

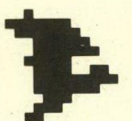
DRYSDALE/CLIFTON SPRINGS



Adopted Drysdale/Clifton Springs Structure Plan

May 1992

Geelong Regional Commission



DRYSDALE/CLIFTON SPRINGS STRUCTURE PLAN, 1992

Prepared by
The Geelong Regional Commission
in consultation with
The Bellarine Rural City Council.

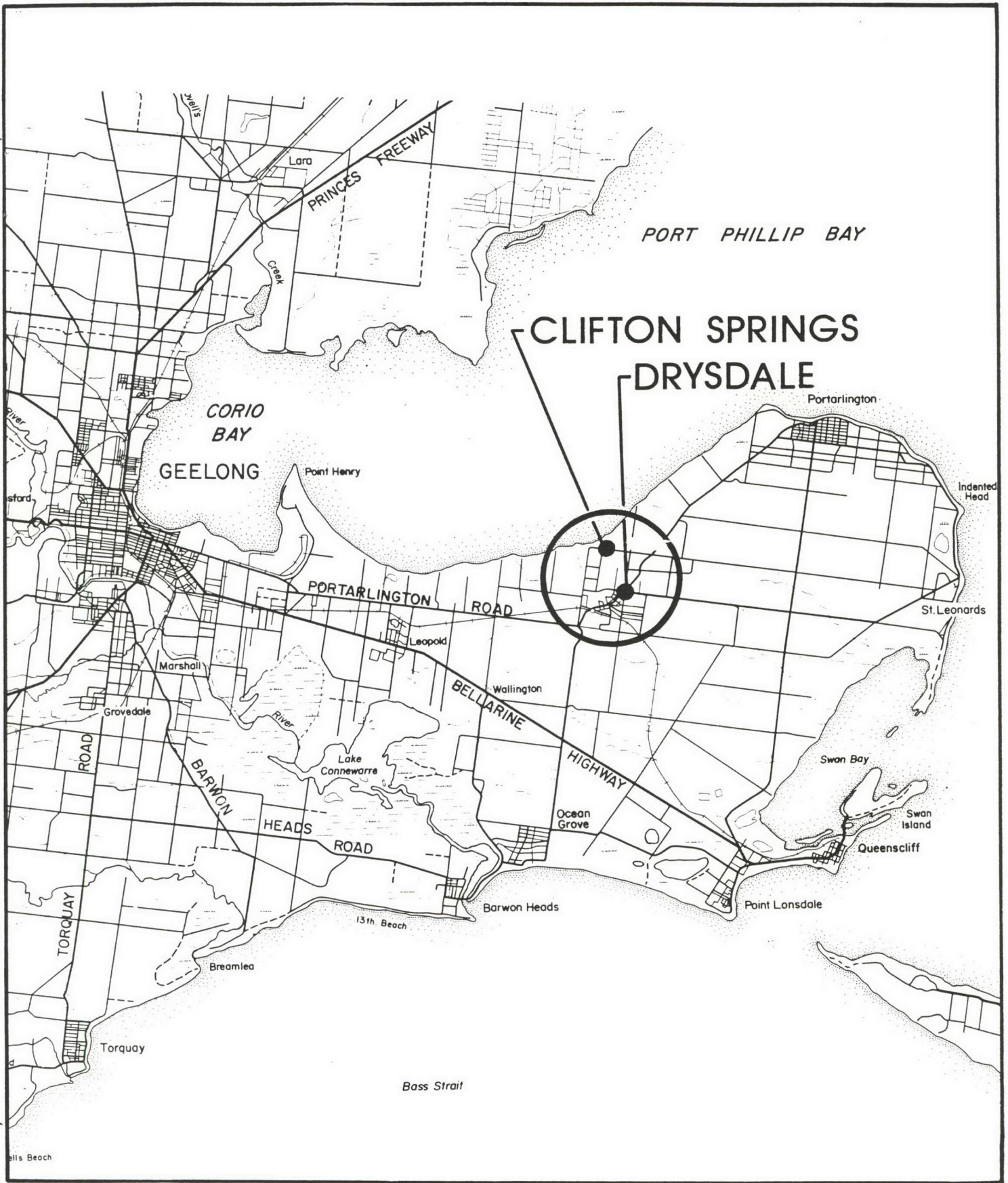
This Structure Plan supersedes the former Structure Plan (ISBN-0-7241-2555-8), and was adopted by the Bellarine Rural City Council on 18 March 1992, and the Geelong Regional Commission on 28 May 1992.

ISBN-0-7241-6402-2

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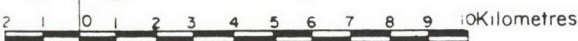
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**CLIFTON SPRINGS
DRYSDALE**



Scale: 200,000



Prepared by
GEELONG REGIONAL COMMISSION

LOCALITY
DRYSDALE, CLIFTON SPRINGS STRUCTURE PLAN
FIG. 1

FOREWORD

In 1983 the then Shire of Bellarine and Geelong Regional Commission adopted the Drysdale/Clifton Springs Structure Plan (ISBN-0-7241-2555-8).

Since the adoption of the Plan in 1983, circumstances in the area have changed significantly. The area has been designated one of the region's three preferred centres for urban growth on the coast (refer Directions; The Geelong Regional Development Strategy). The population growth rate has continued well above anticipated projections, and considering the relative inexpensiveness of land in the area, is expected to remain high. Another significant attracting focus for the area has been the development of the Drysdale Village Shopping Centre anchored by a major supermarket.

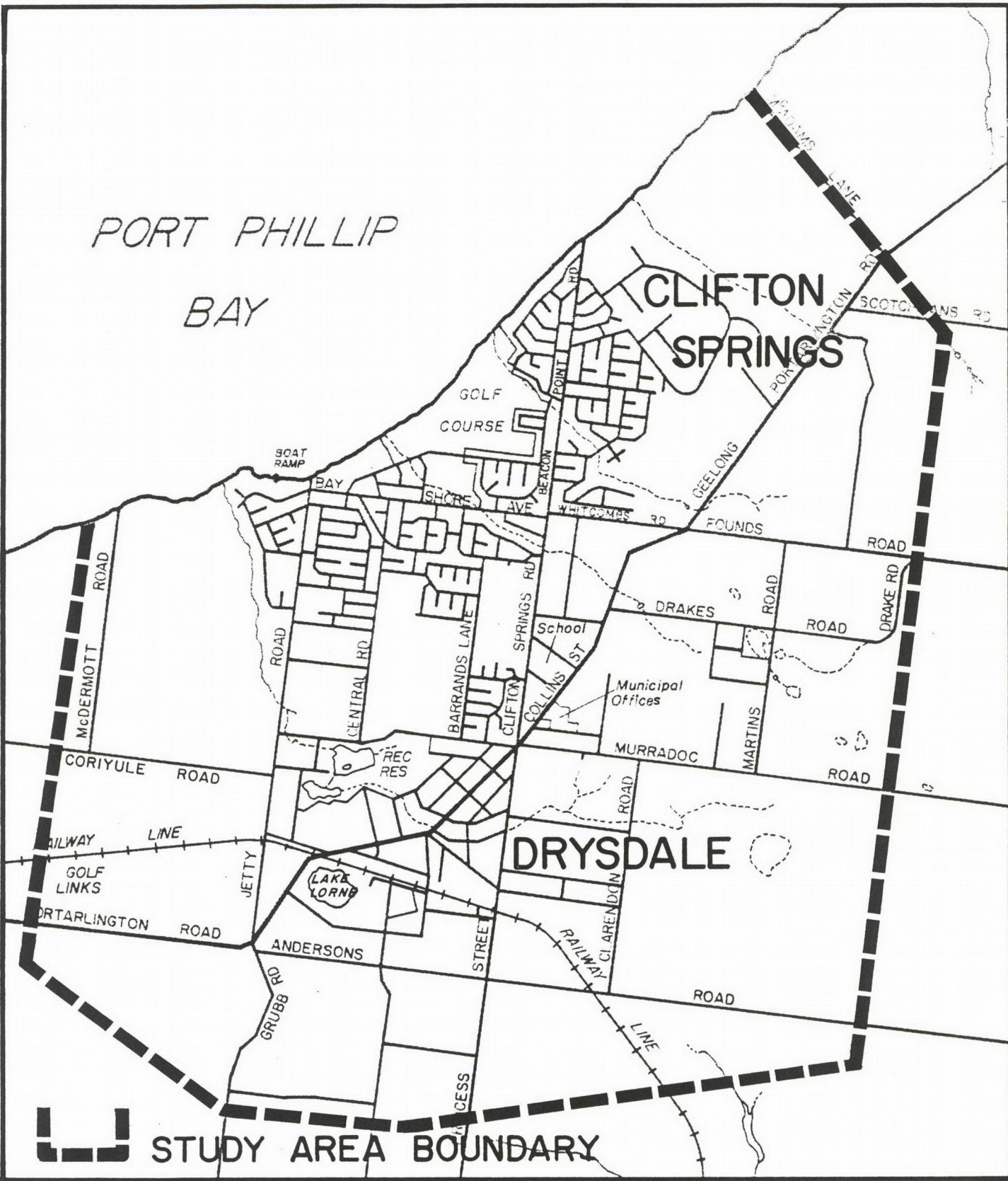
It was therefore considered opportune to adopt a strategy for the future of the Drysdale/Clifton Springs area in the light of past developments and emerging trends. Consequently in January 1990 the Commission, in conjunction with the Council, released a Public Discussion Document as part of the process towards preparation of a new Structure Plan.

A total of 40 submissions were received during the two month exhibition period. These have been assessed in detail by both organizations. As a result, this new Structure Plan which has been adopted by both the Council and the Commission contains a number of changes to the Public Exhibition Document. The most significant of these changes is the abandoning of the previous planning concept of maintaining a "green break" between the communities of Drysdale and Clifton Springs in favour of more cost-effectiveness conventional residential development. All changes to the Public Discussion Document are fully explained in this report.

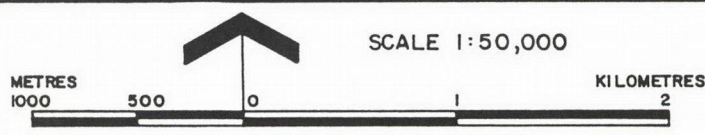
The adopted Structure Plan indicates the broad pattern of land uses within the Study Area for the future. It will serve as a policy guide to the Commission, the Council, a range of Government agencies, developers and the general public on all land use and related issues.

The assistance of staff from the Bellarine Rural City Council and Government agencies in the production of this report is gratefully acknowledged. Any queries or further information can be obtained from the Commission's Planning Division or Council's Town Planning Department.

C.K. Atkins, O.A.M.
Chairman
GEELONG REGIONAL COMMISSION
May 1992



STUDY AREA BOUNDARY



Prepared by GEELONG REGIONAL COMMISSION

STUDY AREA

DRYSDALE, CLIFTON SPRINGS STRUCTURE PLAN

FIG. 2

1. INTRODUCTION

Drysdale and Clifton Springs are located some 20km to the east of Geelong (Refer Fig. 1). Drysdale is bisected by the main Portarlington Road which has undergone significant upgrading since 1983 and has now been duplicated to within 6 kms of the Jetty Road roundabout.

In accordance with the upper limit of the adopted projections of the 1982 Public Discussion Document of the previous Structure Plan, the Study Area has sustained an extremely high growth rate, such that the total population for the 1981 to 1986 intercensal period grew by approximately 1500 persons (or 30% in absolute terms) to 4823 people. Of this growth only 2.65% occurred in the two Drysdale Collector Districts whilst over 97% took place in Clifton Springs. The estimated population at September 1991 is 7868 people.

Continued high population growth has been sustained due to a combination of the following (among others) factors:

- the availability of serviced lots in a period of rapid residential dwelling growth
- relatively inexpensive land in an attractive physical setting;
- introduction of reticulated sewerage services to the area;
- improving access to Geelong;
- vastly improved shopping facilities at Drysdale based around a new and substantial supermarket;
- the construction of a second primary school;

In addition, with the recent trend towards lower interest rates for private housing, relatively high growth is expected to be sustained in the area. This, in conjunction with a major policy shift concerning the location of the future second primary school has necessitated a review of other elements of the Structure Plan such as the desirability of maintaining a green break between Drysdale and Clifton Springs, location of future recreation areas, and possible future community facilities.

1.1 Study Area (Refer Fig. 2)

The Study Area comprises approximately 21 square kilometres and extends the previous structure plan boundary in a westerly direction to provide for future long term growth as identified in Directions; The Geelong Region Development Strategy 1988.

1.2 Purpose of the Structure Plan

The purpose of this Structure Plan is to guide the development of Drysdale/Clifton Springs into the 21st Century, although it is recognised that there will be a need to monitor development and review this Plan every five years.

This plan consolidates and develops:

- * the pattern of existing and future residential (including low density residential and rural residential), commercial and community developments;
- * the location of major roads to serve future development and accommodate the high volumes of through traffic travelling to other parts of the Bellarine Peninsula; and
- * an overall open space system for the area.

1.3 Existing Planning Controls

1.3.1 Strategic Planning

The Strategic, or Forward Planning framework for Drysdale/Clifton Springs is guided by the integrated framework of the following documents:

- Adopted Drysdale/Clifton Springs Structure Plan, 1983
- Directions: The Geelong Region Development Strategy, 1988
- Geelong Region Rural Residential Living Strategy, 1983
- Geelong Region Retail Centre Strategy, 1991.

These documents were evolved in consultation with the Municipalities in the Region, the various concerned or relevant servicing authorities, and the public. They have guided (and continue to guide) development since 1983.

1.3.2 Existing Statutory Controls

Statutory Planning control within the Drysdale/Clifton Springs area and throughout the Rural City is effected through land-use zoning and associated ordinance provisions operating within the framework of the Geelong Regional Planning Scheme. The administration of this Scheme, particularly the issue of Planning Permits and Planning Certificates is the responsibility of the Bellarine Rural City Council. Changes to zones, ordinance and other provisions of the Scheme are generally the responsibility of the Geelong Regional Commission, after consultation with the Rural City.

2. REGIONAL CONTEXT

2.1 Regional Objectives

Despite the escalation of transportation costs since the mid - 70's, the general level of mobility within the Australian population has remained high. Indeed, with the introduction of more fuel efficient vehicles and the stabilisation of oil prices over the past 5 or so years, the general mobility may even have increased again. The consequent acceleration of the "escape" of population to the coastal/bayside townships and rural townships within 25 km. of Geelong has also impacted upon the Bellarine Peninsula, particularly at Drysdale/Clifton Springs and Ocean Grove.

The preparation of Structure Plans for coastal and bayside townships contributes to the overall regional strategy and provides the rational framework for ensuring that development occurs in an orderly and proper manner. The appraisal and preparation of this structure plan is guided by the following regional objectives.

- * providing an opportunity for residential development at identified growth centres on the Bellarine Peninsula and in coastal locations.
- * ensuring that the individual character and identity of the coastal/bayside towns will be retained;
- * achieving a compatible balance between the resort and dormitory functions of towns within the Region;
- * facilitating the economic provision of roads, water, sewerage and other reticulated services;
- * ensuring the economic and efficient provision of commercial and community services;
- * protecting the coastal landscapes and foreshores in and between the coastal/bayside townships.

2.2 Role of Drysdale/Clifton Springs

Drysdale/Clifton Springs has a threefold role on the Bellarine Peninsula:

- * as a bayside dormitory town for Geelong,
- * as the residential and commercial focus for the surrounding rural hinterland, and
- * as the administrative centre for the Bellarine Rural City Council.

At current growth rates Drysdale/Clifton Springs has sufficient residentially subdivided, fully serviced land available to accommodate its projected 2010 population of 15,400 people (although local real estate agents have expressed concern at the shortage of vacant land available for sale). In addition to other existing reticulated services a reticulated gas supply is now becoming available.

Whilst the area is primarily a dormitory town, limited opportunities also exist for the encouragement of tourist activities. The Clifton Springs foreshore provides access to safe boating whilst the golf course and adjoining community centre provide opportunities for further development to accommodate convention centre type activities.

In addition, the old railway station area in Drysdale (adjoining Lake Lorne) has potential for further development by the Geelong Steam Preservation Society as an important part of the existing Drysdale to Queenscliff Tourist Steam Railway. Such a development would be complemented by the continued upgrading of the Lake Lorne park area.

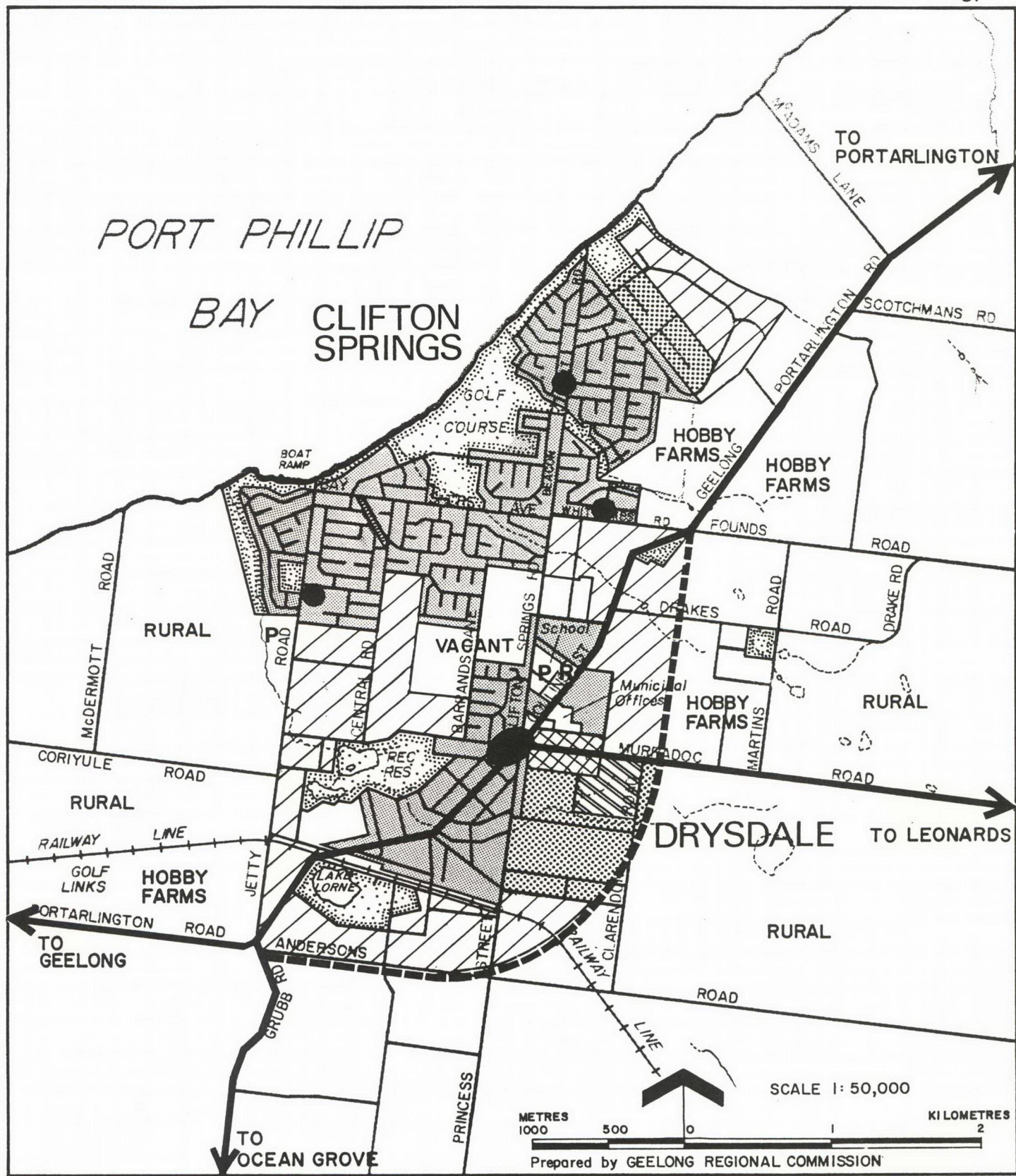
The proposed Civic Precinct on the east side of Grubb Road, south of the By-pass, is expected to bring together a range of sub-regional facilities to serve the whole of the Bellarine Peninsula.

3. LOCAL CONTEXT

Although the Drysdale/Clifton Springs area's important, expanding regional role will necessarily be guided by the preceding regional objectives, the Structure Plan will also be instrumental in ensuring optimum utilisation of resources at the micro level (i.e. within the townships). Thus the following set of local objectives will act as a future measure for the effectiveness or otherwise of this Structure Plan.

3.1 Local Objectives

- * to ensure that Drysdale retains and enhances its primacy as the pre-eminent administrative and servicing centre on the Bellarine Peninsula;
- * to ensure an adequate choice of fully serviced residential locations within Drysdale and Clifton Springs;
- * to consolidate commercial and community facilities at the Drysdale Village Shopping Centre;
- * to ensure that light industrial and service business development establishes in the designated locations on Murradoc Road so that they will not detract from the residential amenity of the township;
- * to provide an effective and accessible public open space and recreation system utilising and enhancing existing features of high flora, fauna, and visual significance;
- * to provide an efficient, integrated movement network providing for vehicular, bicycle and pedestrian movements;
- * to ensure that future education, community, and recreation facilities are integrated and located to enhance their accessibility and maximise joint use wherever possible;



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 METRES 1000 500 0 1 2 KILOMETRES

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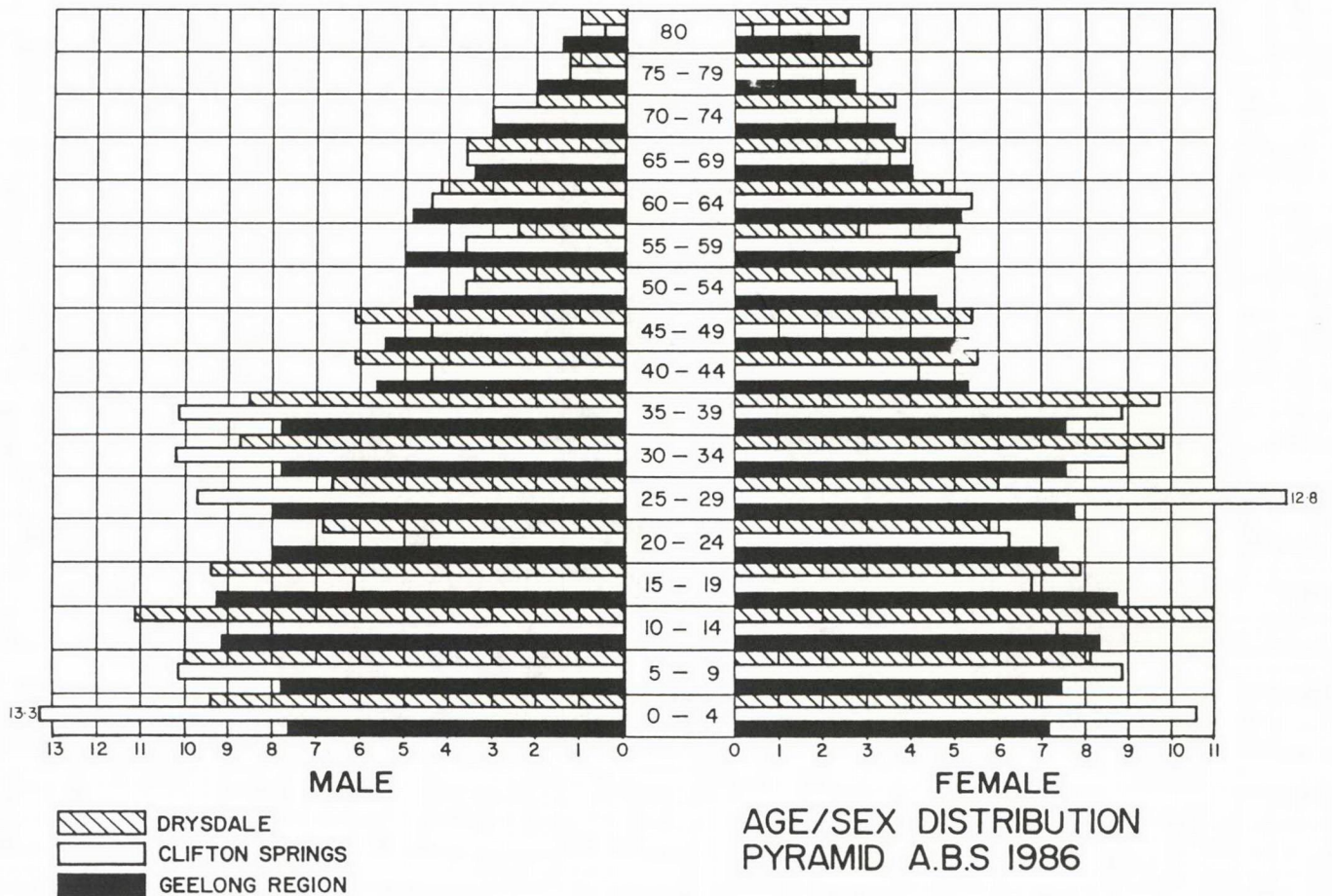
	SUBDIVIDED RESIDENTIAL		COMMUNITY CENTRE		PROPOSED BY-PASS RESERVATION
	LOW DENSITY RESIDENTIAL		DRYSDALE COMMERCIAL & COMMUNITY CENTRE		RECREATIONAL CLUBS
	RURAL RESIDENTIAL		FUTURE INDUSTRIAL		PRIMARY SCHOOL
	PARKS AND RECREATION RESERVES		SERVICE BUSINESS LIGHT INDUSTRIAL		CORNER SHOP

GENERALISED LAND USES

DRYSDALE, CLIFTON SPRINGS STRUCTURE PLAN

FIG. 3

It is interesting to note that whilst the absolute population growth for Drysdale/Clifton Springs in the period 1981-1986 was 1469 persons, only 2.65% of this growth occurred in the Drysdale Collector District. The reason for this broad difference in growth rates within the two sectors of the Study Area is graphically evident from the following Age/Sex Pyramid. Clifton Springs exhibits the typical "Young Family" (1) characteristics common to rapidly developing or newly subdivided areas, whilst Drysdale exhibits more of the "Middle" (1) and "Mature Family" (1) characteristics.



- (1) Family Life Cycle Definitions
- Young Family
 - Middle Family
 - Mature Family
 - Later Family

Young married couples with pre-school children
 Families with most children in the 5-15 year age group
 Families with most children over 15 years but still living in the household
 Families where most of the children have left home, and childless couples in middle and later age groups

Projections:

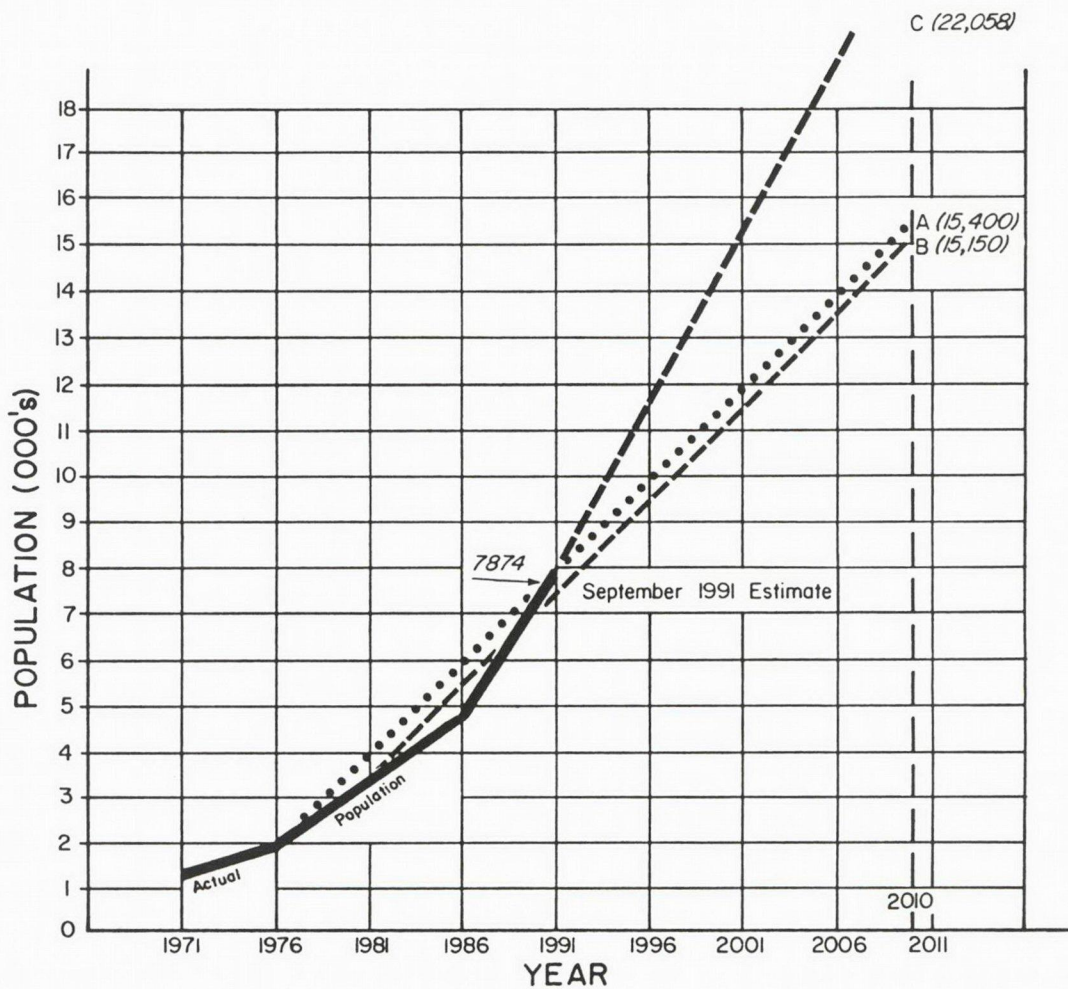
Past trends, particularly the influx of young families is expected to continue in the foreseeable future. However, longer term trends are more difficult to predict and future growth will be susceptible to fluctuations affected by one (or a combination) of the following:

- * economic factors such as interest rates, level of unemployment, community confidence;
- * the rate of regional population growth;
- * any sustained increase in fuel and/or travel costs;
- * the location of future employment centres in the Region;
- * any perceived public transport, education and community facilities constraints;
- * the availability of relatively inexpensive, fully-serviced urban land;
- * the relative attractiveness of the area (physical characteristics, urban amenity, etc.) for both residential and semi-rural living compared to alternative "commuter" townships within the Region.

In the 1976 to 1986 period the Bellarine Rural City's percentage of the Region's growth increased from 37.5% to 52% . Correspondingly, growth in the Study Area increased dramatically as a percentage of the Region's growth from 4.2% (1976) to 14.5% (1986), and of the municipality's growth from 11.2% (1976) to 27.8% (1986). Irrespective of whether this dramatic surge in the rate of increase in the growth rate continues, a high growth rate is still likely to be sustained given the rate of issue of building permits for dwellings since June 1986. (i.e. average 195 permits/annum). Unless the current economic downturn is sustained over a long term the predicted population of 15400 ⁽²⁾ by the year 2010 will be achieved.

(2) Directions:

The Geelong Region Development Strategy. GRC June 1988 ISBN: 0-7241-6330-1



The foregoing chart shows a range of realistic population projections to the year 2010 dependent upon a variety of assumptions.

Projection A:

The Commission's projection derived from the analysis supporting the Geelong Regional Development Strategy - 15,400 persons by 2010.

This population is based upon Drysdale/Clifton Spring's share of the projected regional population having regard to its designation as a preferred centre for urban growth on the coast.

Projection B:

This projection is based on the 1980 to 1989 development rate of 157 dwellings per year with an average occupancy rate of 3.03 persons/dwelling. It assumes a 98% completion rate of dwellings approved.

This calculation produces a population increase of 505 persons per year, which taken over the period 1980 to 2010 would result in a projected total population of 15,150 persons.

Projection C:

This projection is calculated using the same average occupancy rate per dwelling and completion rate of dwellings approved as for Projection B. However, it is based on the high growth rate period of 1986 to 1989 during which an average of 241 permits per year were issued which would accommodate an average additional 715 persons per year. Extended at this rate until 2010 provides a projected population of 22,058 persons.

Adopted Population Projection

The foregoing projections cover a range of future development scenarios. It is difficult to foresee the very high building rates of Projection C being sustained, (these figures declined in 1990 and again in 1991), however, it is evident that Drysdale/Clifton Springs has now reached its "take-off" threshold. The Commission's forecast of 15,400 by the year 2010 (Projection A) - as developed for the Regional Development Strategy - seems at least a very realistic probability and has been adopted as the population forecast for 2010.

It must be appreciated that the above projections are based on a fixed occupancy rate of 3.03 persons per dwelling. In reality, this figure is likely to be temporarily increased in Clifton Springs between 1991-1996 as young households commence and increase the size of their families (up to 3.4 persons per dwelling). In the longer term, however, occupancy rates could be expected to decline, as these areas become established, by up to an average of 0.5 persons per household which would substantially reduce the number of persons forecast by these projections. As an example, the occupancy rate of Drysdale dropped from 3.7 persons per dwelling in 1971 to 3.08 persons per dwelling in 1986.

4.2 Dwellings

The rate of unoccupied dwellings within an area or a township is often a good indicator of the character of the town or area, and in this respect Drysdale/Clifton Springs is no exception.

The popularity of Drysdale/Clifton Springs as a commuter suburb and retirement centre is reflected in its level of vacant dwellings - 9.8% (av.) of total housing stock (A.B.S. 1986). This is comparable to the State average of 9.6% (A.B.S. 1986), and the Geelong Region average of 14.6%.⁽³⁾

Clearly this area is not a resort area, most of the unoccupied dwellings are likely to be newly completed, unsold homes or homes temporarily vacated by owners on vacation.

(3) It should be noted that the Region's vacancy rate is higher than the State average primarily due to the number of coastal resort townships within the Region having a large stock of vacant holiday dwellings at each census date.

In September, 1991 it is estimated the Study Area contained 2,762 dwellings made up as follows:

1986 ABS dwellings	:	1757
1986-1991 Estimated new dwellings (assumes 98% construction of permits issued)	:	<u>1005</u>
Estimated total dwellings in study area 30 September 1991	:	<u>2762</u>

4.3 Subdivision

The established ("old") part of Drysdale is located in the area bounded by Wyndham Street, Jetty Road, Anderson's Road, and Princess Street. The subdivision pattern is strongly influenced by the original Crown Township layout, and development in this area has been minimal - only 61 dwellings were constructed in the 1981-86 inter-censal period - and the dwelling vacancy rate at 11.5% is 2.3% higher than for Clifton Springs. However, the relatively recent subdivision north of Wyndham Street abutting the Drysdale Village Shopping Centre has developed rapidly since 1983, as has Clifton Springs.

Clifton Springs comprises two distinct neighbourhoods divided by Beacon Point Road, which, in conjunction with Jetty Road and Bay Shore Avenue, provides excellent vehicular access for the residents.

Apart from occasional two-lot subdivisions there has been no addition to the residential allotment stock since the 1983 Structure Plan. This has not caused any supply shortages due to the large existing stock of vacant and potentially subdividable allotments (although as mentioned earlier, local estate agents express concern about lack of land available for sale).

Drysdale and Clifton Springs are separated by a band of low-density rural residential subdivisions plus a number of larger unsubdivided allotments presently zoned Rural Future Urban. It had always been a conscious Structure Plan concept to retain this semi-rural buffer "... to enhance the atmosphere of spaciousness which is an important feature of both communities." (4) The 1983 Structure Plan identified this area as being ideally located for the future development of education, recreation, and community facilities.

4.4 Services

All normal reticulated urban services (water, sewerage, electricity, telephone) are available within the study area, and a reticulated gas supply is currently being extended to the area.

The Geelong and District Water Board has provided detailed information about the availability and capacity of existing water supply and sewerage systems. The existing systems have been designed to serve the areas already zoned for urban development and from an economic viewpoint should be utilized more fully before further extensions into undeveloped areas are carried out.

(4) Adopted Drysdale/Clifton Springs Structure Plan, Geelong Regional Commission, 1983. ISBN: 0-7241-2555-8, Ms 10-12

Future provision of water supply to the north and east of the existing town will be expensive to provide and is a constraint to future urban development in that area. Land to the west of Clifton Springs can be economically provided with reticulated water supply and sewerage in the longer term but will require a substantial augmentation and upgrading of the existing systems. The Geelong and District Water Board advises that the sizing and timing of the augmentation works will depend to a large extent on the outcome of the Structure Plan review and the estimated rate of growth of the townships.

The Board provided a major input into the consideration of submissions received following exhibition of the Public Discussion Document. In particular, it carried out further detailed assessments into the capacity of the sewerage system to serve the additional areas being suggested for inclusion for residential zoning. Undoubtedly, the proposals for additional residential zonings, as outlined later in this report, will delay the need for augmentation of the water supply and sewerage systems to serve the west side of Jetty Road by a number of years.

The nature of the topography ensures that stormwater drainage is channelled into relatively efficient natural water courses. Runoff not retained in Lake Lorne or McLeod's Holes terminates in Port Phillip Bay.

4.5 Topography and Landscape

The Study Area generally rises from Port Phillip Bay towards the east and south to about 85m. A.H.D. It is mildly undulating open grasslands interspersed with some drainage gullies and a few stands of native vegetation. Slopes rarely exceed 5% making the area ideal for urban development. Slopes generally face north to west.

Within the landscape context particular opportunities and constraints are to be seen in the following areas:

- * McLeod's Fresh Water Holes form part of the Drysdale Recreation Reserve and support a good range of flora and fauna. The area was once the site of extensive aboriginal encampments;
- * Sproat's Waterhole is situated at the intersection of Drakes and Martins Roads. Its importance as a swamp and grassland flora and fauna conservation area has been acknowledged by the L.C.C. (Land Conservation Council Final Report):
- * There is little of ecological significance left on the coastal strip, however the cliffs are slip-prone, and every effort should be made to minimise erosion pressures;
- * The golf course has little ecological importance, but it is visually pleasing and provides a habitat for a wide range of bird species;
- * Lake Lorne provides a habitat for a wide variety of aquatic wildlife and should be adequately protected against pollution.

Most of the above features present opportunities rather than constraints since they are all contained within existing reservations and therefore their preservation and enhancement is an important contribution to the overall quality of present and future residential living.

4.6 Rural Land

The land surrounding Drysdale has been some of the most productive agricultural land in the Region where in recent times intensive farming, particularly potato growing has been the main agricultural land use.

Land to the west and south of the existing urban and rural residential "edges" is still held in relatively large holdings, thereby increasing the potential viability of holdings for intensive farming and/or cropping.

Soils to the south are more variable than soils to the west. As a result the land to the south is less suitable for intensive farming. Some cropping occurs and since much of this land is pasture, it is used for prime lamb, wool and beef production.

However, a number of properties in the area (mostly to the west and a lesser number to the south) have been contaminated by Dieldrin and therefore farm management practices will have to be substantially modified.

East of Drysdale, on the heavy basaltic soils, pasture production is the primary form of land use. The area is well suited to prime lamb and other fattening enterprises. Land here has been extensively fragmented and this provides a transition between urban and rural uses. This is particularly the case in the area between the proposed By-Pass reservation and the existing township, and to a lesser extent beyond the proposed reservation to Martins Road.

Existing zoning which is in conformity with the objectives of the Geelong Region Rural Residential Strategy ⁽⁵⁾ recognises the potential to rationalise some of this fragmentation and thereby satisfy the existing demand for semi-rural (i.e. rural residential) living.

4.7 Growth Constraints

In the long-term Drysdale/Clifton Springs has growth constraints in all but one direction:

Northwest

Development is constrained by Port Phillip Bay

Northeast

Development is effectively constrained by water supply and the rural residential development which forms a buffer of low density allotments extending from the Bay to the Drysdale/Portarlington Service Basin.

East

Development will be effectively constrained by the long-term construction of the Drysdale By-pass Road. Residential and rural residential uses beyond the By-pass Road alignment will not be supported.

South

Residential development is effectively constrained by the existing buffer of small acre subdivision and will be further constrained by the Drysdale By-pass Road (which will run parallel to Andersons Road) when completed.

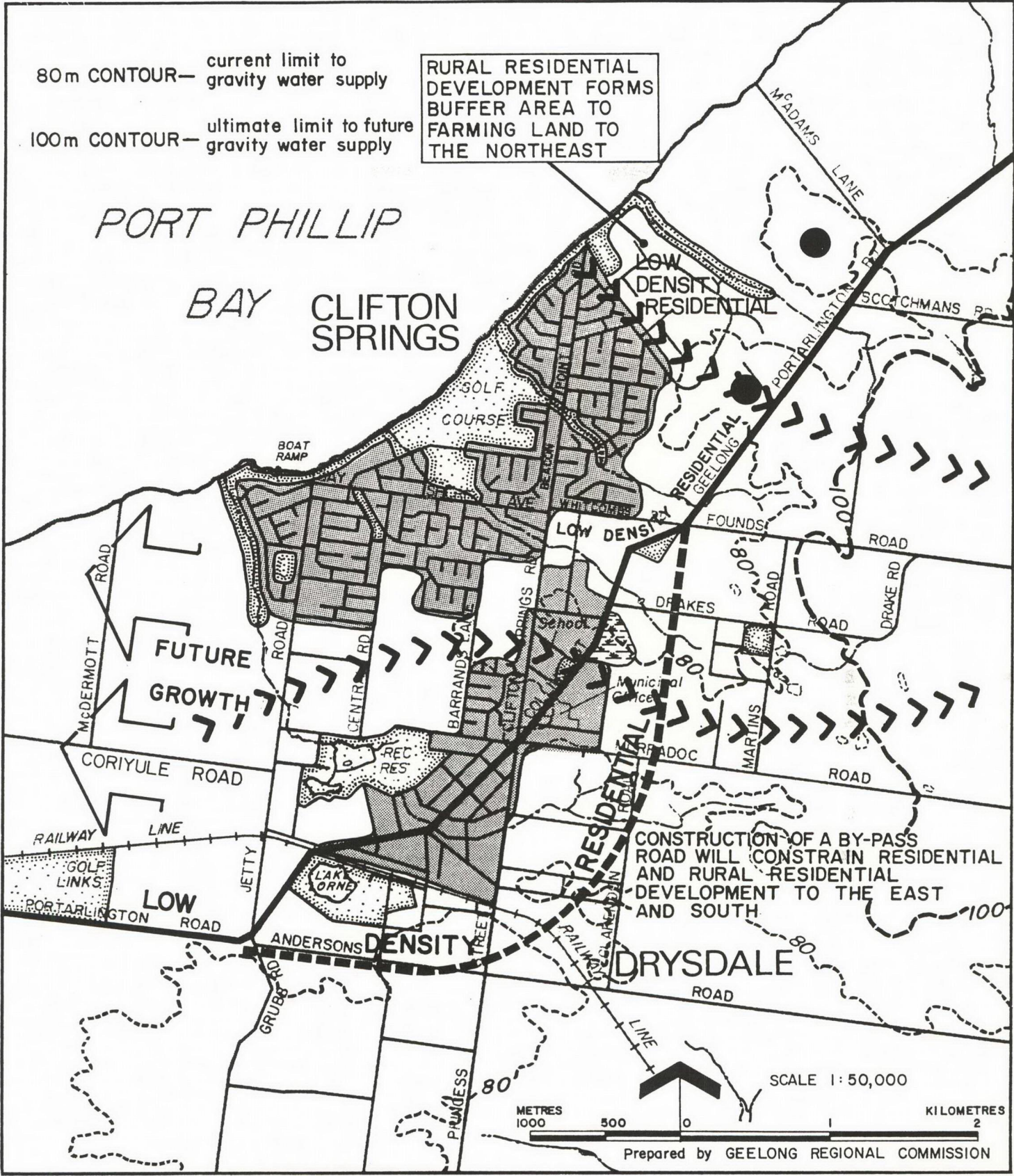
(5) Geelong Region Rural Residential Living Strategy - GRC, 1983, ISBN-0-7241-2539-6

80m CONTOUR— current limit to gravity water supply
 100m CONTOUR— ultimate limit to future gravity water supply

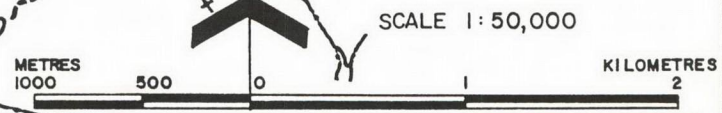
RURAL RESIDENTIAL DEVELOPMENT FORMS BUFFER AREA TO FARMING LAND TO THE NORTHEAST

PORT PHILLIP

BAY CLIFTON SPRINGS



CONSTRUCTION OF A BY-PASS ROAD WILL CONSTRAIN RESIDENTIAL AND RURAL RESIDENTIAL DEVELOPMENT TO THE EAST AND SOUTH



- SUBDIVIDED AND DEVELOPED URBAN LAND
- PARKS AND RECREATION AREAS
- POORLY DRAINED, LOW LYING LAND
- PROPOSED BY-PASS ROAD
- PRIMARY ARTERIAL
- WATER COURSES
- KNOLL
- RIDGE LINES
- 80 METRE CONTOUR
- 100 METRE CONTOUR

OPPORTUNITIES & CONSTRAINTS

DRYSDALE, CLIFTON SPRINGS STRUCTURE PLAN

FIG. 4

West

This is the logical direction for future growth, the only likely constraint being that the area is of prime intensive agricultural capability (potatoes). The location of the Curlewis Golf Course will also prevent development from abutting the Portarlinton Road.

Figure 4 indicates the major Opportunities and Constraints within the Study Area.

5. EXISTING AND FUTURE DEVELOPMENT

5.1 Supply of Allotments

5.1.1 Conventional Residential Allotments

The following summary reflects the status of residential and rural residential zoned lands in the Study Area.

It should be noted that the figures presented in the following table are the 1989 figures. These have been retained in this report because they indicate the basis upon which the subsequent residential rezonings have been made.

SUMMARY OF RESIDENTIAL (including RURAL RES.) ALLOTMENT CAPACITY 1989

Present Planning Scheme Zone	Existing Allotments		Potential Allotments	Total Vacant Capacity
	Developed	Vacant		
Residential "A" and Reserved Res	2056	1591	467	2058
Residential "C" (0.4 ha allots)	32	60	51	111
Rural Residential (1.5 ha av. allots)	135	55	7	62

Examination of the foregoing allotment summary indicates that despite the high population growth, a very substantial capacity remains. The extent of the capacity is dependent upon the growth rate adopted (Refer Section 4.1). If growth continues at the adopted rate indicated by Projection A (15400 persons or 131 dwellings per annum) the supply is estimated as being 15.7 years. However this figure does not take into account the apparently substantial numbers of single allotments which are in private ownership and are neither available for sale nor likely to be developed in the short term future.

The residential allotment supply in 1992 is now substantially higher having regard to the rezoning of those areas shown in Figure 5 as "Proposed Immediate Conventional Residential Development" to Residential A. Today's residential allotment supply in Drysdale Clifton Springs is now estimated as being 20 years. This supply will therefore be adequate for the next 5 years.

Drysdale/Clifton Springs' future growth corridor is pre-determined by existing development constraints to a westerly direction.

The Ministry of Education acknowledged this fact by constructing its new primary school west of Jetty Road (to be more central to the future growth area) rather than adjoining Clifton Springs Road as envisaged under the 1983 Structure Plan.

LEGEND



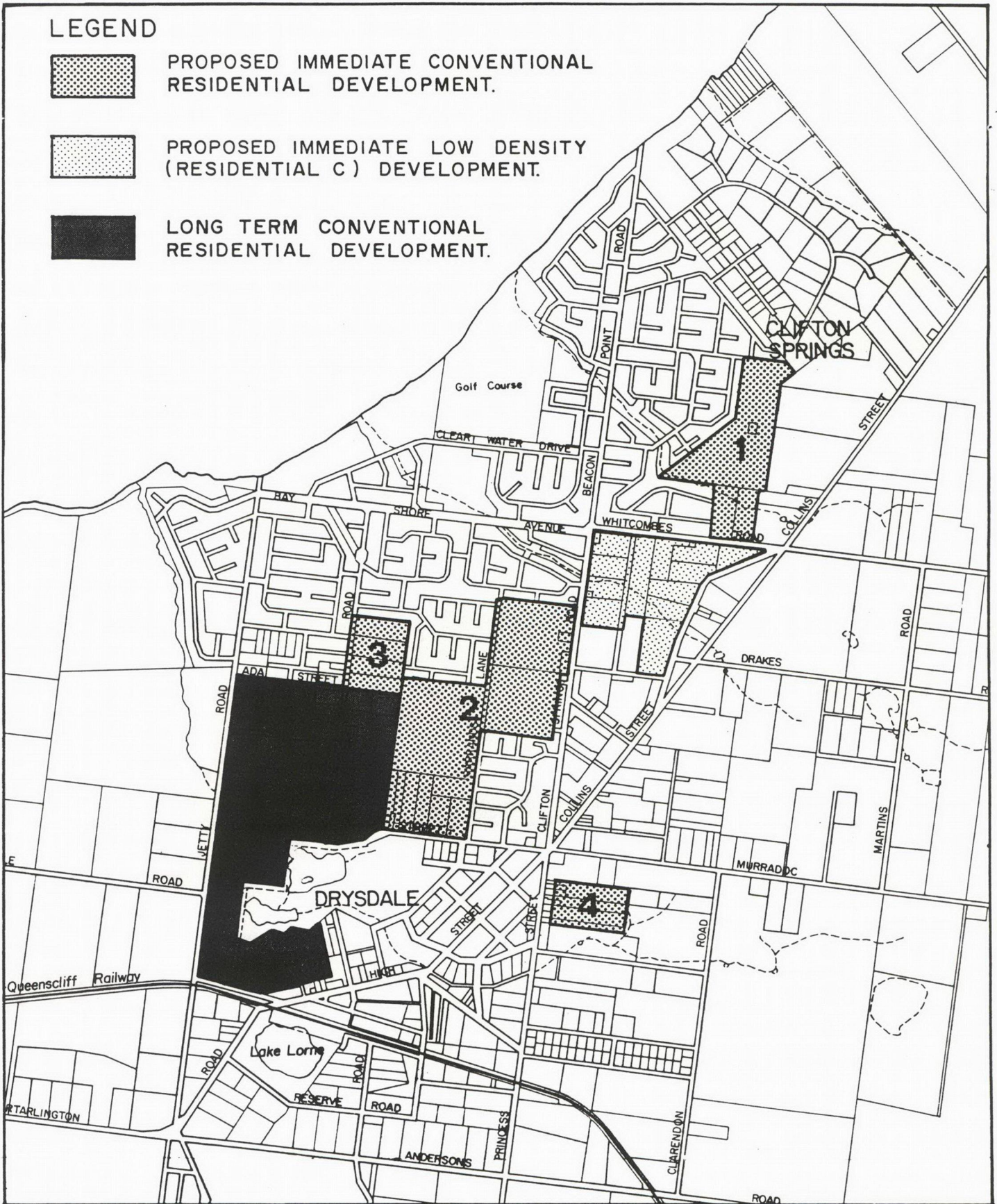
PROPOSED IMMEDIATE CONVENTIONAL RESIDENTIAL DEVELOPMENT.



PROPOSED IMMEDIATE LOW DENSITY (RESIDENTIAL C) DEVELOPMENT.



LONG TERM CONVENTIONAL RESIDENTIAL DEVELOPMENT.



SCALE 1:25,000

500m 0 0.5 1 km.

Prepared by GEELONG REGIONAL COMMISSION

INFILL RESIDENTIAL AREAS DRYSDALE, CLIFTON SPRINGS STRUCTURE PLAN

FIG.5

Whilst there is no immediate need to create additional residential zoning west of Jetty Road, (nor indeed are existing reticulated services able to cater for such development) it is appropriate to confirm future intent with a suitable "holding" zone - i.e. Rural Future Urban. Such zoning will not affect existing land-use but will ensure against the possibility of undesirable fragmentation or the introduction of inappropriate new uses. The area west of Jetty Road has been identified in the Geelong Region Development Strategy as a Designated Urban Growth Area and can be economically serviced in the future by duplication of existing reticulated water supply and sewerage systems.

It is also considered appropriate to confine future residential development north of the former railway line, as the area south and generally bounded by the Curlewis Golf Course, Jetty Road and the Portarlington Road, is already generally subdivided and developed as rural residential allotments.

Initially, an area of over 200 hectares has been rezoned to Rural Future Urban as far west as McDermott Road. This will accommodate about 6000 people (ie. a further 15-20 years supply) depending upon and taking into account other land requirements for active/passive recreation, a neighbourhood shopping centre and other community facilities. However, before any specific urban rezonings take place, a detailed Outline Development Plan will be prepared to guide physical development. This should be completed within the ensuing 5-10 years.

In the short term the residential supply as shown in the 1989 figures has been increased by the zoning/re-zoning of existing "infill areas" which are identified on Figure 5 and set out below. These areas now provide the capacity for over 900 additional lots to be created, or over 7 1/2 years additional supply of residential land -

- (1) the previously-zoned Rural Future Urban area abutting the existing eastern edge of Clifton Springs which has a capacity to provide up to 270 residential allotments.
- (2) the previously-zoned Rural Future Urban areas to the east and west of Barrands Lane. Whilst the Public Discussion Document advocated a continuation of the low density "break" between the communities of Drysdale and Clifton Springs by use of the Residential C zone in the area, following the consideration of submissions and a review by Council of its previous policy of maintaining some form of separation, a Residential A zoning has now been approved. This area is well suited to residential development because of its very central location and high accessibility to the Drysdale Village centre. From a cost-effectiveness viewpoint of full utilisation of existing reticulated and other services, reversal of the proposals advocated in the Public Discussion Document was justified.
- (3) On the east side of Central Road large allotments which were previously zoned Rural Residential are surrounded on three sides by Residential A zoning and their subdivision will ensure a cost-effective use of reticulated services.
- (4) East of Princess Street consists of long narrow allotments where any future re-subdivision into 0.4 ha lots in accordance with the previous Residential C zoning appears unlikely. Further, this land is highly accessible to the town centre, being at its extremity only 500m from Drysdale's major shopping facilities. This area is capable of providing 70 conventional housing sites.

In addition to the above "infill" areas, there exists substantial areas on the east side of Jetty Road, north of the railway line which are zoned or have been subdivided for rural-residential use. These areas are identified on the Infill Residential Areas Map Figure 5, as Long-Term Conventional Residential Development.

These areas are all within the future and current urban limits of Drysdale/Clifton Springs and were subdivided twenty years ago prior to the existence of regional planning policies and the commitment of local and regional authorities to Structure Plans.

The future use of these areas has been reviewed because their central location, proximity to all urban facilities and ability to be provided with reticulated services are factors which make their continued use for rural-residential purposes inefficient. Undoubtedly they are an underutilisation of prime land.

The infill residential development described above will occur in two distinct stages:-

- (a) Stage 1
Rezoning of Areas 1-4 as described above which have now been approved and provide an additional 7 1/2 years residential lot supply.
- (b) Stage 2
Rezoning of the areas shown as "Long-Term Conventional Residential Development" in Fig 5 which should not occur until this action can be warranted by the amount of residentially zoned falling below the 10 year level of supply and provided all reticulated services are able to be made available. It should also not occur before detailed development proposals are submitted to Council in accordance with policies which Council will prepare and adopt for the redevelopment of these areas.

Such development plans are essential to ensure that development occurs in a co-ordinated and organised manner. Ad hoc "one-off" subdivision can be expected to create significant residential amenity problems.

5.1.2 Low Density Residential Allotments

Provision is made for this type of subdivision within the Residential C zone under the Planning Scheme. Two separate such areas exist within the Study Area viz.:

- (i) A 31 - allotment (0.4 hectare/lot) low density residential estate recently subdivided adjoining the north-eastern edge of Clifton Springs.
- (ii) A large area of fragmented land east of Princess Street and north of Huntington Road zoned for low density residential development. Included is an existing (partly developed) 40 lot subdivision of 2500m² allotments which is now 50% developed. However, despite a large vacant or potentially subdividable capacity only 4 new houses have been constructed since 1983.

Development of low density residential allotments as provided for within the two separate Residential C zoned areas has been slow when compared to the levels of development within the Residential A and Rural Residential zones.

Whilst the vacant supply is adequate for at least the next 20 years (at current development rates) it is proposed to utilise this form of low-density residential living to retain a semi-rural buffer east of Clifton Springs Road, between Whitcombes Road and Oakden Roads whilst simultaneously maximising the economic utilisation of existing infrastructure. It is expected that the attractive undulating countryside and relatively central location will make this area an attractive low density residential areas as the opportunities for the further subdivision of the existing rural-residential lots are taken up.

5.1.3. Rural Residential Allotments

Rural residential development forms an effective semi-rural buffer around Drysdale/Clifton Springs on all sides except to the west, and within the zoned areas all allotments have reticulated water.

Drysdale/Clifton Springs is currently one of the designated major rural residential nodes ⁽⁶⁾ under the Regional Rural Residential Strategy, and as such development has been regularly monitored over the years as follows:

*	Dec 70 (Aerial Photography)	-	34 dwellings
*	Dec 74 (Field Survey)	-	59 dwellings
*	Dec 79 (Field Survey)	-	70 dwellings
*	Sept 82 (Field Survey)	-	89 dwellings
*	Jan 86 (Field Survey)	-	109 dwellings
*	Dec 88 (Field Survey)	-	135 dwellings
*	Dec 89 (Field Survey)	-	145 dwellings
*	Mar 92 (Field Survey)	-	149 dwellings

Existing and Potential Allotments = 219

Vacant Capacity (existing and potentially subdividable allotments) = 70

*	Development Rate - 1970 - 1992	5.2 houses/annum
*	Development Rate - 1974 - 1992	5.2 houses/annum
*	Development Rate - 1982 - 1992	6.5 houses/annum

Although the long-term development rate of 5.2/annum for the period December 1970 to March 1992 tends to "obscure" the variations between survey periods it is evident that the recent trend is higher. Accordingly it is considered reasonable to adopt the 6.5 houses per annum rate for calculation purposes.

On the basis of 6.5 dwellings/annum, the supply has fallen to 10.8 years, which is near the lower end of the 10-15 years target period. Given the area's current status as a Major Rural Residential Node ⁽⁶⁾ this would signal the need to provide additional capacity under the current Strategy. However the Strategy is under review and until a new Strategy is established it is not proposed that additional capacity be considered.

In the short term new rural residential development is constrained by the existing gravity water reticulated limit of 80m A.H.D. and ultimately by a 100m A.H.D. when the new high-level system is constructed.

(6) Geelong Region Rural Residential Living Strategy, GRC Feb 1983 ISBN-0-7241-2539-6, pp 4 & 32

Rezoning to Rural Residential to the east side of the By-pass Road on the eastern side of the Town is not proposed. Additional infill rezoning on the west side of Portarlington Road at Clifton Springs and west of Jetty Road, south of the railway at Drysdale has now been approved.

5.1.4 Higher Density Residential Development

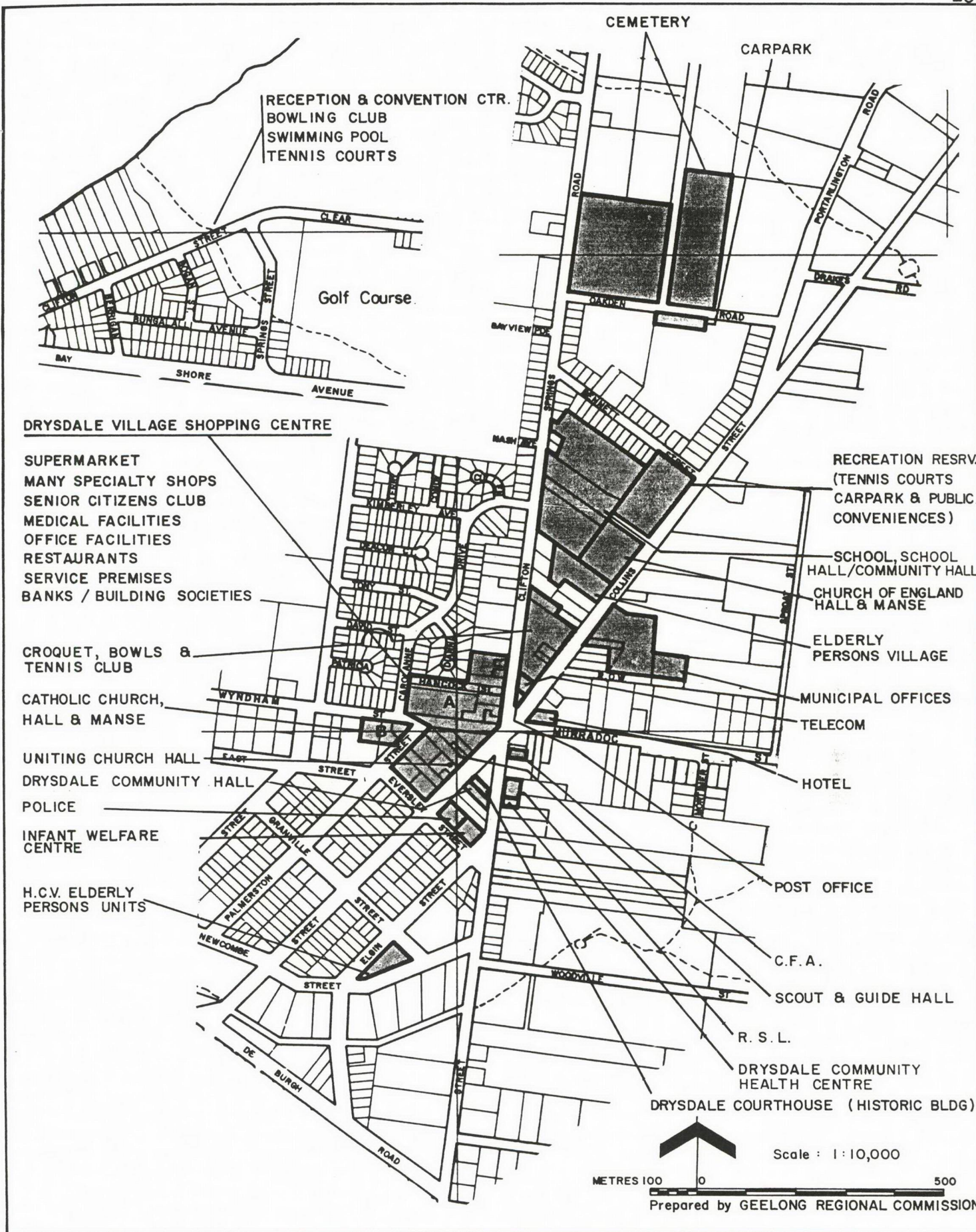
Traditionally, Drysdale/Clifton Springs has not been attractive for the development of town houses, villa units or flats for the young family, singles market or retirees because of the unlimited supply of relatively inexpensive allotments at Clifton Springs and the lack of an adequate shopping centre at either Clifton Springs or Drysdale. However, with the recent expansion of the shopping area to Community Centre status the situation has now changed substantially.

The area immediately south of the Drysdale Village Shopping Centre (generally bounded by Duke Street, Newcomb Street and Princess Street) contains a number of large residential allotments which either individually or contiguously would make ideal unit development sites. Similarly the area west of the shopping centre on either side of Wyndham Street is particularly suitable for higher density residential development.

Major advantages associated with these sites for unit development include easy and safe pedestrian accessibility to:-

- (i) the Drysdale Village Shopping Centre and nearby/associated community facilities;
- (ii) the McLeod's Holes public park and recreation reserve; and
- (iii) the bus stop in High Street which provides a commuter service to and from Geelong.

As part of this Structure Plan, this area has been designated for the encouragement of higher density residential living which is expected to take the form of town houses, flats and villa units.



COMMUNITY FACILITIES

DRYSDALE, CLIFTON SPRINGS STRUCTURE PLAN

FIG. 6

5.2 Community Facilities (Ref. Fig. 6)

Drysdale/Clifton Springs is served by the following community facilities:

- . Clifton Springs Community Centre
- . Retirement Village
- . Municipal Offices
- . Post Office
- . Cemetery
- . Court House
- . Police Station
- . Drysdale Village Shopping Centre
- . Bowling, Tennis and Croquet Clubs
- . Two primary schools
- . Three pre-schools
- . Three Infant Welfare Centres and Health Centres
- . A District Community Health Centre
- . A Medical Centre including Doctors, Dentist, Optician, Physiotherapist and a range of associated practitioners
- . Community Halls available for public use
- . Three churches with church halls - (at Drysdale)
- . A mobile library service
- . Senior Citizens Centre - (at Drysdale)
- . R.S.L. Club and Hall
- . A C.F.A. depot
- . Several areas of public open space providing for a range of sporting activities.

Open Space and Recreation

Clifton Springs:

The Clifton Springs Community Centre area totals some 42.2 Ha. and in addition to the 18 hole golf course includes two lawn bowling rinks, three tennis courts, and a 12m x 30m swimming pool. Other facilities include playgrounds, kiosk and clubhouse. Apart from the pool and playgrounds these are all specialised activities which generally exclude the younger age groups.

The Clifton Springs Recreation Reserve totalling some 3.6 Ha. is situated on the west side of Jetty Road. It is currently developed with 4 tennis courts and a clubrooms building is proposed. The Beacon Point reserve in High Ridge, totalling approx 6 Ha., is not yet fully developed for recreational activities.

At present Council owns a further 10 Ha. of passive space in Clifton Springs at some 12 (approx.) locations. Most of these are either stormwater drainage areas or minor play parks.

Drysdale:

Drysdale is better served by way of active and passive recreation facilities. In addition to owning some 12.4 Ha. of minor reserves Council acts as Committee of Management over a further 61.05 Ha. of reserves. Not all of these are suitable for recreation (i.e. Cemetery Reserve 5.67 Ha., Sanitary Dump Reserve 4.05 Ha. etc.). However, the Drysdale Recreation Reserve (21.73 Ha.) and Lake Lorne Reserve (23.55 Ha.) provide substantial active and passive areas.

The Drysdale Recreation Reserve includes one Football and Cricket Ground, six Netball Courts (of which two are converted into Tennis Courts over summer), picnic areas, pavilions, playground equipment, etc. The Wathauring Reserve adjoining the primary school is the site of the Drysdale Tennis club complex.

Open Space Standards:

The publication produced by the then Ministry for Planning and Environment "Planning Guide for Urban Open Space - July 1989" has been prepared to assist planning authorities with the concepts and procedures for open space planning. Its prime purpose is to "provide basic information for classifying open space, assessing existing open space resources and needs, preparing plans for future urban areas and evaluating open space development proposals."

In terms of the standards for Informal Open Space (District and Local Parks) and Sports Areas contained in this Guide, the Drysdale Clifton Springs area appears to be well catered for with existing and planned open space facilities. The Guide recommends that all residents be within 300 metres of a local park and 2 kms from a District Park. The Council has undertaken the exercise of assessing the open space provision in the Study Area against these standards.

The result of Council's study is shown on the plans attached at the rear of this report. It shows that the majority of the area is adequately served by local open space areas apart from very small portions of south Clifton Springs and north Drysdale.

Council recommends that these deficiencies be overcome in the areas marked 1, 2 and 3 on plans referred to above by:-

Area 1 Obtain land in Barrands Lane for open space, at subdivision stage.

Area 2 Cash-in-lieu funds to be used to acquire centrally located space.

Area 3 Provision to be made in area adjoining to east to be subdivided.

The 1983 Structure Plan identified the area of vacant land on the west side of the Clifton Springs Road as being suitable for the development of joint-use education/recreation facilities. However, the Ministry of Education's decision to construct its new primary school on the west side of Jetty Road virtually ensures that "active" recreation facilities must similarly be re-located. Relative to the longer-term growth corridor for the Study Area, the west side of Jetty Road (in close proximity to the second primary school) has the "broad acres" required to fulfil future active and passive requirements, and these will need to be identified in the preparation of the outline development plan for that area.

In order to provide access to both the future major open space area west of Jetty Road and to the primary school, it is intended that an open space link will form part of the Structure Plan as a proposed bike/pedestrian path. This link will only be established when the land is further subdivided as outlined in this report and consequently may take 10-15 years to complete. The route shown on the Structure Plan (Fig 8) is diagrammatic only and may follow future street lines or be incorporated in future parklands. Land for this open space link will not be obtained by compulsory acquisition.

Future open space facilities will be identified by Council in the preparation of detailed outline development plans in accordance with the "Planning Guide for Urban Open Space" previously referred to.

Schools:

There are two primary schools in Drysdale Clifton Springs. The original Drysdale Primary School is located just to the north of the Drysdale Village Centre. The newly constructed second primary school has been located on the west side of Jetty Road in order to be centrally located to the town's future growth area.

Secondary students presently commute by bus to schools at Queenscliff and Geelong. The Ministry of Education is currently reviewing its options for future post-primary schools on the Bellarine Peninsula but there is sufficient land available at the second primary school site if a decision is made to provide facilities there.

Proposed Bellarine Council Civic Precinct

The Bellarine Rural City Council has purchased a 78.5 hectare property bounded by Grubb, Belchers, Andersons and Gillies Roads to provide for the Bellarine Peninsula Civic Precinct.

The Bellarine Peninsula provides a challenging future planning exercise for both the Commission and the Council in that it comprises a number of clearly separated communities generally in coastal locations, which are growing rapidly and for the most part are within 30 minutes drive of a major regional centre (Geelong). On their own, none of the coastal townships is large enough to support sub-regional facilities, although the future combined population of the townships on the peninsula (estimated to be 52000 persons at the year 2010 compared with 25000 persons at the 1986 census) may well make it viable to make such provision.

The Geelong Region Development Strategy 1988 addressed this issue and shows a proposed Sub-Regional Centre in Grubb Road, just to the south of Drysdale, with the further designation "Location to be Determined". Whilst at the time this sub-regional centre was expected to be based on a retailing function, this issue was addressed in greater detail in the Commission's "Geelong Region Retail Centre Strategy" published in June 1991. It stated:-

"Provision of a sub-regional centre on the Bellarine Peninsula faces a number of difficulties:-

While threshold population is likely to be reached in the next decade, there are two fundamental constraints. First, the population in the catchment is dispersed and split between two arterial road systems. Secondly, both town centres at Ocean Grove and Drysdale have developed more space much earlier than equivalent community centres in suburban areas would normally because they have little competition from basic neighbourhood or neighbourhood centres.

Most importantly they also function as distinct town centres. A free-standing centre, if it could survive with the dispersed population and no primary neighbourhood or community centre residential catchment, would be damaging to either or both centres.

Therefore the role and function of Ocean Grove and Drysdale Town Centres will be supported by deferral of re-consideration of the provision and location of sub-regional retail functions in either one or other town centre until population in a potential primary catchment reaches 40,000 permanent residents. Peak summer and week-end pressures on both centres would also be relieved by a neighbourhood centre west of Jetty Road and a new neighbourhood centre in the north-east of Ocean Grove. The threshold population for development of these neighbourhood centres is likely to be reached before the mid 1990's".

Any future sub-regional site needs to be located either in or between Ocean Grove and Drysdale/Clifton Springs, the two communities which have been designated as preferred centres for urban growth on the coast in the Geelong Region Development Strategy. In fact Action Program No 3 of the Cost Effectiveness Sub-Goal of the Geelong Region Development Strategy goes further in that it advocates "one of the centres on the Bellarine Peninsula to be upgraded to sub-regional status or secondary node to the Central Activity Area".

There is insufficient land available within the built-up area in either of the townships of Ocean Grove or Drysdale for the range of community and non-retail uses envisaged by Council. The only obvious alternative options for a sub-regional centre would therefore be within the designated urban growth areas within these towns ie north of Shell Road at Ocean Grove or west of Jetty Road at Drysdale/Clifton Springs.

The site chosen by Council, whilst "outside" the Drysdale By-pass Road, will provide very ready and direct access to the residents of Drysdale/Clifton Springs. Being on the southern side of Drysdale on Grubb Road also provides excellent and direct access to the residents of Ocean Grove. Geographically, the site is very centrally located on the Bellarine Peninsula.

5.3 Commercial Facilities:

Drysdale:

Since the adoption of the 1983 Structure Plan, the rapid development of commercial facilities at Drysdale in accordance with the 1983 Structure Plan's Retail Policies, has seen it achieve Community Centre status.

The Centre (Ref. Fig.6) is "anchored" by a supermarket of 1400m² G.L.A. (7) and includes more than 70 premises comprising specialty shops, take-away shops, service premises, banks, building societies, medical, dental, and optical rooms. Estate agent and solicitors' offices are also included, whilst the Senior Citizens Clubroom is centrally positioned.

Overall the Centre which totals an estimated 9600m² G.L.A. now provides a thriving commercial focus for the Study Area.

Clifton Springs:

Following the extensive developments at Drysdale Village Centre, the proposed Neighbourhood Centre at Clifton Springs on Council owned land opposite the golf club, has not eventuated.

Retail development in Clifton Springs has been restricted to incremental expansion at two of the existing Local Business Zones, with a forthcoming commencement at Whitcombes Road. It is unlikely that any of these sites will ever develop beyond a limited form of Neighbourhood Centre in accordance with the current zoning.

Future Facilities:

The Geelong Region Retail Centre Strategy, 1991 confirms that the Study Area and surrounding catchment is now well provided with shopping facilities, and no additional major facility is required during the currency of this Plan (up to 10 years).

(7) G.L.A. - Gross Leasable Area: Is the area which would be rented if a shop were to be leased. It includes all the area within the store, including storage and preparation areas, and internal staff amenities. Lifts, escalators and stairways within stores are also included. It does not include arcade areas, public toilets, landscaping, parking or other communal use areas.

If population growth accelerates, some extension of the supermarket (to 2000m²/2500m² G.L.A.) may be warranted. Its location is shown on Figure 6 by the letter (A). Such extension could perhaps be achieved by utilising the existing supermarket's car-parking area and re-locating and/or re-designing the commercial facilities or the car parking layout for the whole centre. The nearest vacant capacity for such a purpose exists south of Wyndham Street and west of Palmerston Street, behind the Roman Catholic Manse and Church designated on Figure 6 by the letter (B). Any extension onto this site will require the land to be rezoned.

The Drysdale Village shopping centre will serve the Study Area as the major shopping facility and no similar sized centres will be able to be supported within the Study Area. A small Neighbourhood Centre would be ideally located adjoining the second primary school site, and this could be upgraded to Extended Neighbourhood status as growth expands into the catchment west of Jetty Road.

5.4 Employment and Economic Development

Approximately 40% of the Study Area's population is employed fully, or part-time. Whilst employment opportunities within the area are relatively limited they have increased considerably in line with the retail expansion and light industrial expansion in Drysdale. However, the majority of workers commute to Geelong. Half of the workforce is employed in blue collar/industrial occupations whilst 25% are employed in clerical, sales, and personal services.

Geelong will undoubtedly retain its employment primacy, however local opportunities in the retail sector, service industry, and at the Bellarine Rural City Council will continue to grow in proportion to the township and municipality's growth. Once the Bellarine Peninsula Civic Precinct is established a range of local employment opportunities are likely to be opened up.

As the population continues to grow it provides both a labour resource and a demand for employment. The continued economic development within the Study Area which will provide employment opportunities for the resident population, particularly in the industrial and service business sectors, is advocated as part of this Structure Plan.

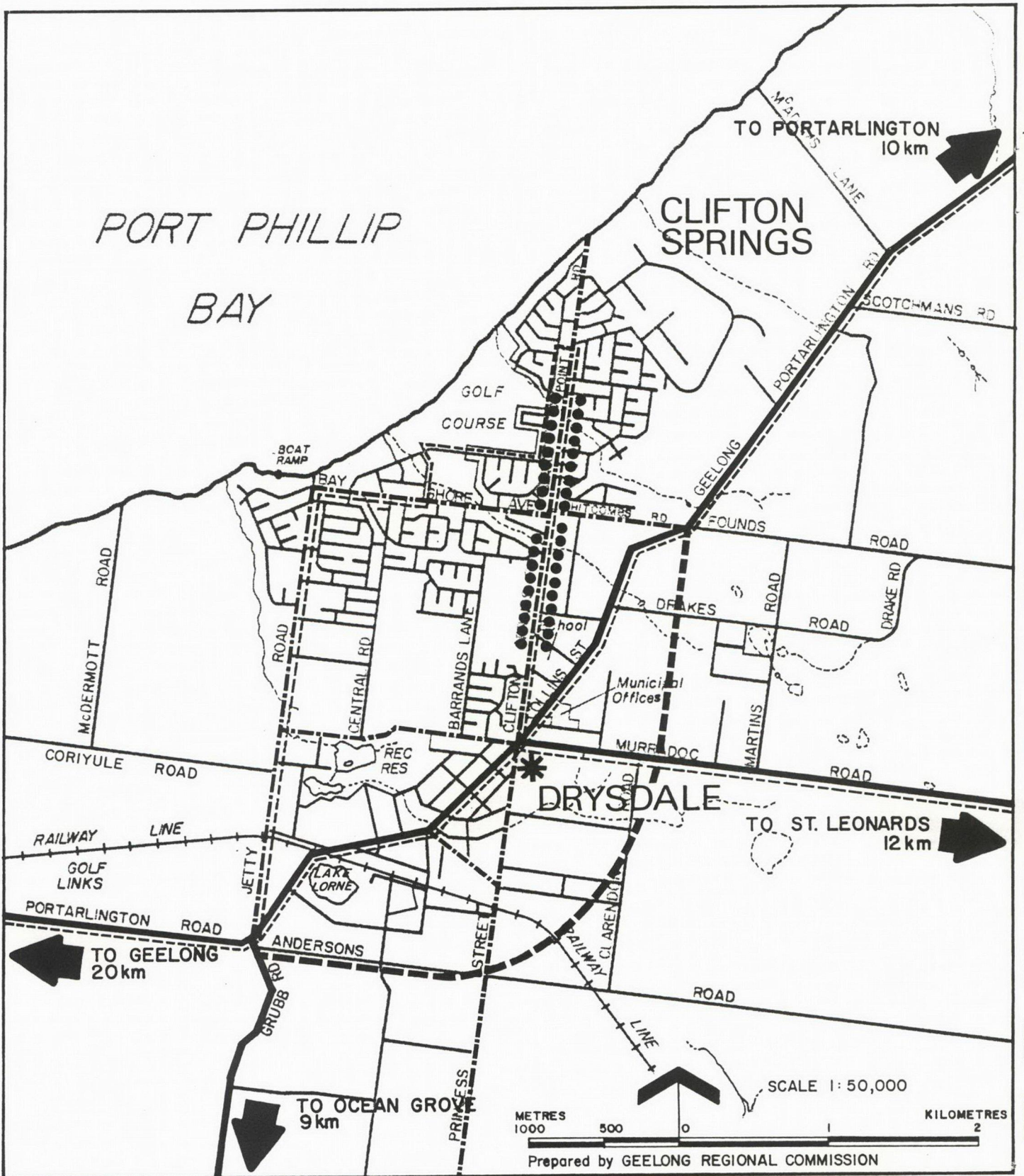
5.5 Industrial Development

Industrial activity is proposed to be limited and confined to Drysdale with industries catering for local and rural needs.

The Service Business zone on Murradoc Road has been an unreserved success and has been instrumental in reducing the number of "back yard" operations in residential areas. However, it is in need of substantial improvement in its appearance being located on the eastern entrance to Drysdale.

Whilst the existing Service Business zone remains partially undeveloped it is difficult to justify an immediate extension of it by way of further rezoning along the Murradoc Road frontage. However this area remains earmarked for future industrial and service business uses, indeed which it has been since the adoption of the 1983 Structure Plan. It is Council's intention that industrial estate guidelines for the development of the existing Service Business zone be prepared and that stringent conditions will be applied to all planning permits issued. This will ensure that future uses are more attractive in appearance than the existing development and that adequate landscaping is provided and maintained. It will be necessary to monitor the future development of this land to ensure the expeditious re-zoning of further land as appropriate.

A small easterly extension of the area set aside for future industrial and service business development up to the By-pass road is warranted to remove the residential C strip between the industrial area and the By-pass Road. This land will be zoned Rural Future Urban and is intended as a further stage of the development of the industrial area.



- - - - - PROPOSED PRIMARY ARTERIAL (BY-PASS ROAD)
 ——— PRIMARY ARTERIAL
 - - - - - SECONDARY ARTERIAL
 ——— LOCAL AND COLLECTOR ROADS

●●●●● BICYCLE LANE
 - - - - - BUS ROUTE
 * MAJOR BUS STOP

EXISTING TRANSPORT

DRYSDALE, CLIFTON SPRINGS STRUCTURE PLAN

FIG. 7

5.6 Transport (Ref. Fig.7)

Road System:

The road network which converges on Drysdale makes Drysdale and Clifton Springs highly accessible from all parts of the Bellarine Peninsula and Geelong. However, the Portarlington Road has a disruptive effect on the centre of Drysdale due to the high volumes of through-traffic at peak hours and in the summer.

The Bellarine Roads Study 1990⁽⁸⁾ makes the following observations:

"Currently the Geelong-Portarlington Road serves as the main road through the township, acting as both an arterial road carrying through traffic and a local access road facilitating movement within the township. These two functions are in many respects incompatible, but while traffic volumes are low and the size of the town is relatively small, problems created by this incompatibility are not serious.

As through traffic volumes grow and as the number of access movements increases with the size of the town, conflicts increasingly occur. Congestion currently occurs in Drysdale on High Street and Collins Street in the summer season. This congestion will increase as Drysdale/Clifton Springs and areas to the north and east develop."

This study indicates that approx. 8,000 vehicles per day use High Street and that a substantial proportion of this traffic travels straight through Drysdale. It notes that its diversion away from the town centre would ease congestion in High Street and that construction of the By Pass Road is one means of achieving this.

As the study explains:

"The bypass would separate the roads serving the access function and regional function and so minimise the conflicts that occur. However, the viability of the bypass will depend on it carrying substantial volumes of traffic throughout the year."

Traffic projections undertaken as part of the Drysdale By-Pass Study⁽⁹⁾ indicated that even with low traffic growth projections, the existing road through Drysdale will be inadequate by the turn of the century. An alignment for a future By-Pass Road has been reserved on the Planning Scheme and Vic Roads is committed to its construction, although no firm timetable has yet been established.

Public Transport:

A public transport system between Drysdale/Clifton Springs and Geelong is operated by Bellarine Buslines out of Portarlington. Regular daily services operate through Drysdale and some of the services commence in St. Leonards and connect with Drysdale via Portarlington. The basis of a public transport system therefore exists to enable residents to commute to Geelong on a daily basis.

Bellarine Buslines operate a school bus service through Clifton Springs on school days only to Geelong and also to Queenscliff High School.

(8) Bellarine Roads Study July 1990. Prepared by Arup Transportation Planning for Bellarine Rural City Council.

(9) Drysdale By-Pass Study - Needs Report - Shire of Bellarine, C.R.B. (now R.C.A.) G.R.C., August 1979

Bicycle Facilities:

Bicycle planning is the responsibility of the Bellarine Rural City Council and various works have been carried out by Council to facilitate bicycle movements. Further upgrading of cycling facilities is envisaged by Council as demand arises, particularly along the secondary arterials which will serve the new primary school on Jetty Road.

The size of the town, the location of commercial and community facilities and the safety of the street system provide an excellent opportunity for bicycle use as a means of local travel.

5.7 Tourism

Boating:

The remains of the piers are evidence of the tourist attraction of the "Springs" in the 1880's, when people came by small steamship from Geelong, but their restoration would be a costly venture and difficult to justify. However, the Jetty Road boat ramp is a popular launching place and with continued landscaping and other beautification works could well be developed into a popular family area for day tourists. Promotion of the boat launching facilities as an important tourist attraction will further encourage its use.

Bellarine Tourist Railway:

The recently renovated Drysdale Railway Station beside Lake Lorne is the embarkation point for the historic steam train ride to Queenscliff. This operation is still in its infancy in terms of being a tourist attraction, but with Government Tourist Grants and Council assistance in landscaping and beautifying the station surrounds, it has the potential to attract day tourists from within and outside the Region.

This project has the potential to become a major tourist attraction in the region, particularly if picnic facilities are provided surrounding the lake (just as Puffing Billy in the Dandenongs ends its journey at Emerald Lake).

Convention Facilities:

The Clifton Springs Community Centre has been developed to cater for bistro dining, conventions, wedding receptions and assorted public/private gatherings. It provides a complete licensed catering service and is ideally located adjacent to the golf course, foreshore, and other sporting facilities.

Future development proposals including the provision of overnight accommodation would enable the centre to cater for convention facilities.

6. THE STRUCTURE PLAN

(Refer Fig. 8)

The Structure Plan comprises the detailed application of strategies selected (after a thorough investigation) for their ability to satisfy the objectives (Sections 2 and 3 of this document) considered appropriate to the development of the Study Area.

The Policies are in many ways action statements for the various responsible authorities to follow, and will guide private decision making in the development of the area.

The Drysdale and Clifton Springs communities are currently separated by a wide buffer of either undeveloped paddocks or low density rural-residential allotments. The concept of the "green break", which had been intended to be strengthened by education and recreational facilities in the previously adopted Structure Plan and low density residential use in the Public Discussion Document released in January 1990, has now been abandoned in this adopted Structure Plan.

The existing "buffer" area is very centrally located with respect to the excellent range of commercial and community facilities available within the study area and is capable of being provided with all reticulated services, either immediately in the case of the eastern portion or in the longer term future.

It has therefore been decided to use this extremely valuable land for more intensive residential use, which from cost-effective and urban consolidation viewpoints are supported and justified.

6.1 Residential Development Strategy

Residential development has progressed at a totally unforeseen rate since the adoption of the 1983 Structure Plan. Whereas it was then predicted (on the basis of growth trends then available) that the urban land supply would be adequate until the mid 21st Century, those predictions are no longer valid. Even with the possibility of a contracting housing market, it is considered likely that development at Drysdale/Clifton Springs will remain high. The existing residential capacity of the townships is likely to be exhausted by 2010, although it has been considerably augmented by the rezoning proposals which have been approved following the exhibition of the Public Discussion Document. Land for future growth west of Jetty Road has now been identified on the Planning Scheme maps, having been identified in the Geelong Region Development Strategy and appropriately included in a Rural Future Urban zone. No specific residential zoning west of Jetty Road is contemplated for some years at this stage.

Policies:

- * Additional areas will be set aside for conventional residential development as identified in this Structure Plan.
- * Council will ensure that future residential subdivision, within the existing Residential A and Reserved Residential zones is designed to maximise the allotment yields.
- * Council will prepare an Outline Development Plan for the recently rezoned Residential A areas between Drysdale and Clifton Springs prior to the issue of permits for subdivision.
- * Medium term residential development will occur following the rezoning of the existing Rural Residential zones north of the railway, east of Jetty Road when warranted by building rate/lots supply considerations.

- * Future (long-term) residential development will occur west of Jetty Road within the "corridor" created by the Port Phillip Bay shoreline and the former Geelong-Queenscliff Railway reservation.
- * All residential development will be provided with at least electricity, reticulated water and reticulated sewerage and drainage.
- * Council will encourage the development of the area generally to the south and west of the existing Drysdale Village Centre for higher density residential accommodation as designated on the Structure Plan.

6.2 Low Density Residential Strategy

Significant capacities of low density residential land (0.2 to 0.8 ha.) exist within the two Residential C zones in the Study Area. Development of these areas has been slow relative to conventional residential allotments or even the larger rural residential allotments. Additional capacity for this type of development has been provided in the attractive undulating area bounded by Clifton Springs, Oakden, Whitcombes and Portarlington Roads which will provide the means of preserving the important semi-rural buffer in this area.

Policies:

- * Areas will be set aside for low density residential development as identified in this plan.
- * All low density residential development will be provided with at least electricity, reticulated water and reticulated sewerage.

6.3 Rural Residential Development Strategy

Drysdale/Clifton Springs is a Major Rural Residential Node as identified in the Geelong Region Rural Residential Living Strategy, and consistent with other similar "nodes" within easy commuting distance of Geelong, has experienced strong growth since 1983. The supply of allotments has fallen to 10.8 years.

Future rural residential growth is constrained by five major considerations, viz.

- the need to preserve the "corridor" west of Jetty Road and north of the former Geelong-Queenscliff Railway, for the area's future residential growth;
- the need to preserve valuable broad-acre agricultural lands south and east of the Study Area;
- the unavailability of a reticulated water supply above A.H.D. 80 metres in the short-term, and above A.H.D. 100 metres ultimately;
- the alignment of the future By-pass Road which provides an effective easterly boundary to the town;
- the proposals in the short and medium term, as contained in this report to rezone existing Rural Residential zoned land for more intensive residential use.

Nonetheless there has been scope for a small augmentation of the supply by "infill" rezonings

- (i) in the area bounded by the Portarlington Road, Curlewis Golf Links and the former Queenscliff railway; and
- (ii) in the area south-east of the existing northern extent of Clifton Springs to the Portarlington Road.

Whilst such rezonings did not augment supply up to the 15 year supply maximum, they will be the final major expansion of such zoning in the Drysdale/Clifton Springs area. Under no circumstances will any proposals for rezoning to Rural Residential which jump over to the eastern or southern portions of the By-pass Road be supported.

Policies:

- * No additional areas will be set aside for rural residential development within the Study Area.
- * Rural residential areas will be capable of being provided with at least electricity and reticulated water prior to development.
- * The existing Rural Residential zones east of Jetty Road, north of the railway will be redeveloped to conventional residential uses in the medium term.

6.4 Retail and Commercial Development Strategy

The major policies proposed in the 1983 Structure Plan have largely been retained, particularly the upgrading of the Drysdale Village Centre to Community Centre status.

Analysis of data for the Geelong Region Retail Centre Strategy 1991 clearly establishes that:-

- i) there is no justification for the establishment of an additional commercial centre to Community Centre status within the Study Area. One Community Centre (i.e. at Drysdale Village) is sufficient to service the local community and surrounding hinterland for the foreseeable future. However, minor additional provision of suitably zoned land may be required to enable supermarket expansion and re-organisation of the Centre's parking as previously referred to; and
- ii) the establishment of a Neighbourhood Centre at the Clifton Springs Golf Course is no longer appropriate given the development at Drysdale Village and the new developments at the various Local Centres. However, in the longer term, as growth moves into the catchment west of Jetty Road, provision should be made for a Neighbourhood Centre in conjunction with the existing education facilities and future recreation facilities. The existing Local Business Zone at the golf course which is owned by Council is being investigated for future tourist-oriented development associated with the existing tourist and community facilities already established.

Policies:

- * The existing Drysdale Village Centre will be retained as the principal commercial centre for Drysdale/Clifton Springs. All future retail development will be contained within the existing District Business zone as identified in this Structure Plan.
- * The existing Local Business zone adjoining the Clifton Springs Golf Course will be investigated by Council to determine its most appropriate future use associated with the existing community and tourist facilities.
- * An area in the proximity of the second primary school will be reserved for the development of a future Neighbourhood Centre, following preparation of an Outline Plan of the future urban growth corridor, by the Council and the Commission.

- * Consideration of the provision of sub-regional retail functions will be deferred until population in a potential primary catchment reaches 40,000 permanent residents.

6.5 Industrial/Service Business Strategy

The existing Service Business zone has not yet reached the stage when further land needs to be made available. Additional land is identified on the previous Structure Plan for future expansion of the industrial area which will be rezoned when the existing zoned area is more fully developed.

There has been little demand to date for the establishment of genuine industrial uses requiring a specific industrial zoning. However, as growth continues the demand will undoubtedly develop (much as it has developed in the industrial estate at Ocean Grove).

Policies:

- * All future development of a service business or industrial nature will be confined within the appropriate zones and Council will pay attention to the need to maintain a high level of amenity particularly where such uses abut residential zones.
- * All service business zones will be fully serviced and their development will be in accordance with industrial estate guidelines for the development of the proposed Service Business zone to be prepared by the Council.

6.6 Community Facilities Strategy

Community Facilities are generally concentrated at the Clifton Springs Community Centre and within the general area of the Drysdale Village Shopping Centre. These facilities should be adequate to serve the communities, but if necessary minor incremental additions could be accommodated nearby. In particular a need exists for an additional child care centre or Children's Services Centre (preferably at Drysdale), a Neighbourhood/Community Centre and a library.

Future facilities will be required to serve the "expanded" population west of Jetty Road from the turn of the Century, and such facilities should ideally be established in close proximity to the second primary school, future recreation reserves and the future Neighbourhood Centre.

Policies:

- * Future Community Facilities will be concentrated in close proximity to the education facilities west of Jetty Road or Drysdale Village Centre.
- * Future Open Space facilities will be provided in accordance with the guidelines set out in the Ministry for Planning and Environment publication "Planning Guide for Urban Open Space - July 1989."
- * Future playing fields, parks and recreation facilities will be located adjacent to future education facilities to enable joint use where practicable.
- * Council will aim to have future recreation facilities designed and located to maximise their use.

- * The Geelong Regional Commission will continue to be responsible for the completion of the public open space link along the foreshore at Clifton Springs between Jetty Road and the Clifton Springs Community Centre.

6.7 Transportation Strategy

The form of the existing road network greatly affects transportation policy in that the Portarlington Road will remain the primary arterial at least until the construction of the future By-Pass Road.

Policies:

- * Council will promote safe and efficient access to the Drysdale Village Centre and the Clifton Springs Community Centre.
- * Council will encourage the use and provision of public transport both within the Study Area and to major employment centres.
- * Council will encourage bicycle and pedestrian traffic within the Study Area.

6.8 Tourism Strategy



























Whilst Drysdale/Clifton Springs is not a resort area it plays an important role in Regional recreational and Tourist facilities. The Drysdale township has an historic village theme which is being preserved and encouraged by sensitive development and Council planning policies which will ensure it is an attractive town to visit by passing tourists. Clifton Springs provides access to a popular boating and fishing area and contains a fine 18 hole golf course and convention facilities. An important tourist attraction is the Bellarine Tourist Railway which it is located on a major tourist road (i.e. The Portarlington Road).

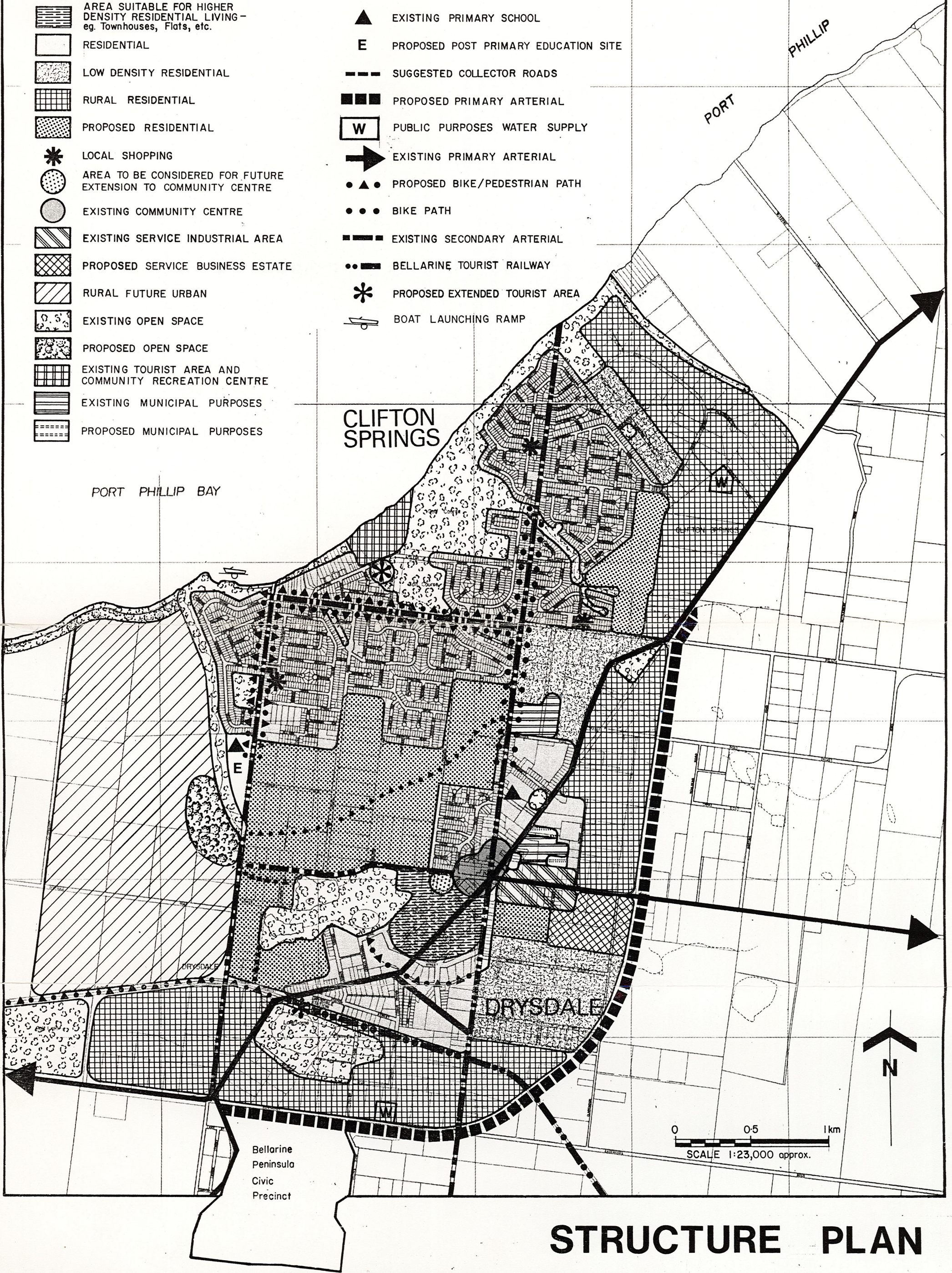
Promotion and development of the above attractions will certainly encourage a growth in day and overnight tourists.

Policies:

- * The Clifton Springs Community Centre will continue to be promoted as a tourist and convention centre, and the adjoining Local Business Zone is being investigated by Council as a site for additional facilities.
- * Council will continue to promote the further development of the boat ramp area and the foreshore strip adjoining Port Phillip Bay.
- * Council will continue to support the further development of the Bellarine Tourist Railway Station and adjacent Lake Lorne park.

LEGEND

- | | | | |
|--|---|---|--------------------------------------|
|  | AREA SUITABLE FOR HIGHER DENSITY RESIDENTIAL LIVING - eg. Townhouses, Flats, etc. |  | EXISTING PRIMARY SCHOOL |
|  | RESIDENTIAL | E | PROPOSED POST PRIMARY EDUCATION SITE |
|  | LOW DENSITY RESIDENTIAL |  | SUGGESTED COLLECTOR ROADS |
|  | RURAL RESIDENTIAL |  | PROPOSED PRIMARY ARTERIAL |
|  | PROPOSED RESIDENTIAL | W | PUBLIC PURPOSES WATER SUPPLY |
|  | LOCAL SHOPPING |  | EXISTING PRIMARY ARTERIAL |
|  | AREA TO BE CONSIDERED FOR FUTURE EXTENSION TO COMMUNITY CENTRE |  | PROPOSED BIKE/PEDESTRIAN PATH |
|  | EXISTING COMMUNITY CENTRE |  | BIKE PATH |
|  | EXISTING SERVICE INDUSTRIAL AREA |  | EXISTING SECONDARY ARTERIAL |
|  | PROPOSED SERVICE BUSINESS ESTATE |  | BELLARINE TOURIST RAILWAY |
|  | RURAL FUTURE URBAN |  | PROPOSED EXTENDED TOURIST AREA |
|  | EXISTING OPEN SPACE |  | BOAT LAUNCHING RAMP |
|  | PROPOSED OPEN SPACE | | |
|  | EXISTING TOURIST AREA AND COMMUNITY RECREATION CENTRE | | |
|  | EXISTING MUNICIPAL PURPOSES | | |
|  | PROPOSED MUNICIPAL PURPOSES | | |



STRUCTURE PLAN

DRYSDALE, CLIFTON SPRINGS STRUCTURE PLAN

Prepared by GEELONG REGIONAL COMMISSION

FIG. 8

7. IMPLEMENTATION

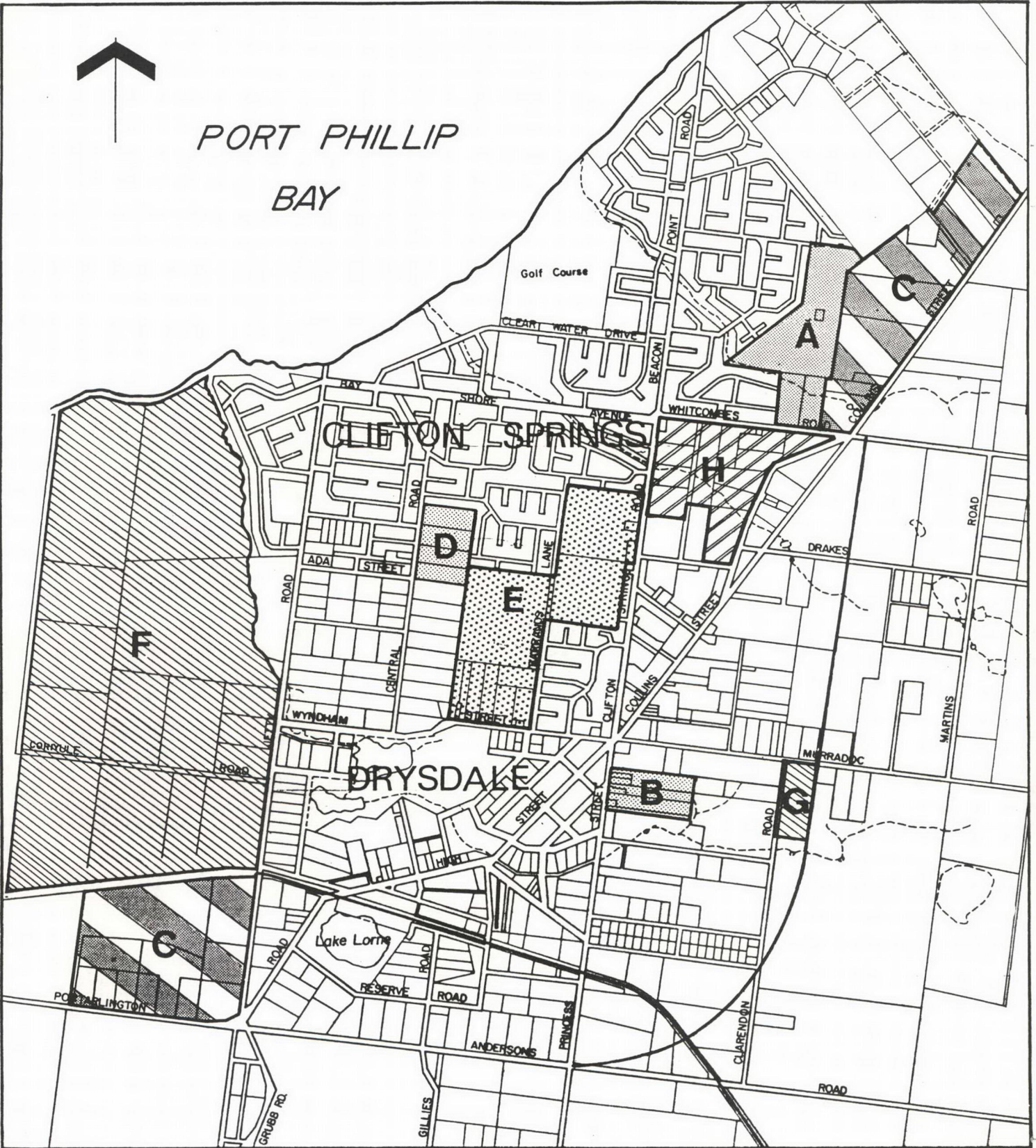
This Structure Plan represents the policy of the Geelong Regional Commission, the Bellarine Rural City Council, and the other Authorities concerned with the provision of services to the area. The Geelong Regional Planning Scheme will be administered in accordance with the principles and policies of this Structure Plan.

Successful implementation will require action (independent and combined) from a number of responsible Authorities as follows:-

1. **Geelong Regional Commission:**
Immediate implementation of rezonings as detailed in this Section. (At the time of adoption of this report these rezonings had been approved).
2. **Vic Roads:**
 - i) Completion of construction of the dual carriageway from Bawtree Road to Jetty Road as soon as possible, and
 - ii) Construction of the Drysdale By-pass Road in the longer term.
3. **Bellarine Rural City Council:**
Administration of development proposals in accordance with the principles and policies of the Structure Plan and the preparation of Outline Development Plans where specified.
4. **Geelong and District Water Board:**
Construction of higher level improvements to boost water pressures in the higher areas of Drysdale. Upgrading and augmentation of existing systems in the medium to long term.



PORT PHILLIP
BAY



- | | | |
|----------------------------|-----------------------------|-----------------------------|
| A RESIDENTIAL "A" | D RESIDENTIAL "A" | G RURAL FUTURE URBAN |
| B RESIDENTIAL "A" | E RESIDENTIAL "A" | H RESIDENTIAL "C" |
| C RURAL RESIDENTIAL | F RURAL FUTURE URBAN | |

SCALE 1 : 25,000



PROPOSED REZONINGS

Prepared by GEELONG REGIONAL COMMISSION

DRYSDALE , CLIFTON SPRINGS STRUCTURE PLAN

FIG.9

7.1 Areas to be Rezoned
(Refer Fig. 9)

The following areas have been rezoned following the exhibition of the Public Discussion Document and the consideration of submissions made to it. A brief description of eight separate areas, which are shown on Figure 9, is set out below.

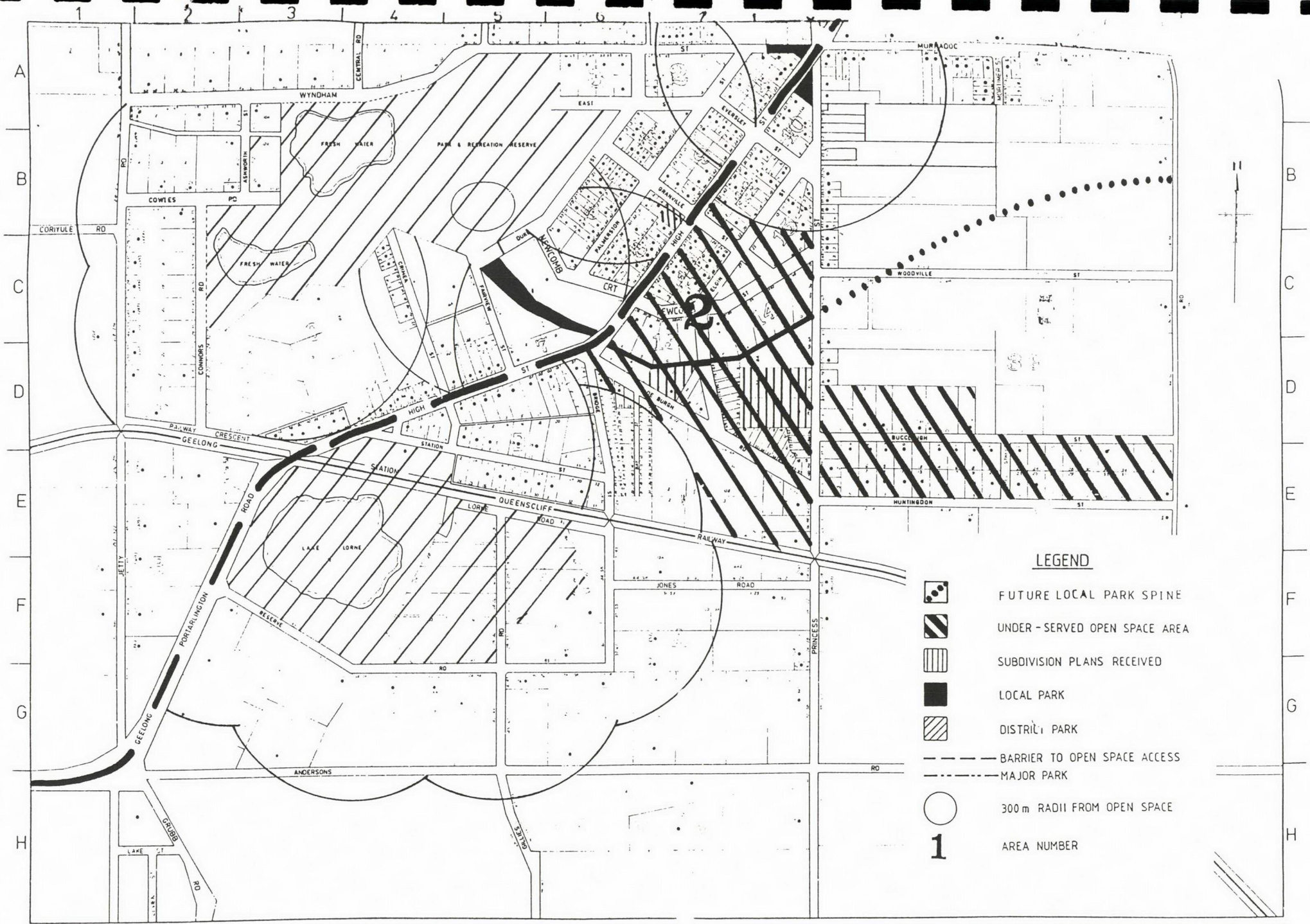
- A) This area had been zoned Rural Future Urban since the introduction of formal zoning to the Region in 1975. It has always been intended for residential development and growth within Clifton Springs justified its zoning to Residential A zone. It is capable of receiving all necessary urban services.
- B) This area was zoned Residential C but because of its proximity to the centre of Drysdale and the existing long narrow lots is ideally suited to a Residential A zoning which should encourage its early development.
- C) These rural residential zonings will increase choice, restore low density residential supply to desirable levels, and foster the objectives not only of this Structure Plan, but also the Geelong Region Rural Residential Living Strategy.
- D) These lots were zoned Rural Residential but are surrounded on three sides by Residential A zoning. Conventional residential development of this land is far more cost effective use of existing urban services.
- E) These areas have been rezoned to Residential A and adjoin the existing urban areas at Drysdale and Clifton Springs. The rezonings will provide some 550 additional residential allotments.
- F) This is the future development "front" for the Study Area and the area of over 200ha. will ultimately accommodate a neighbourhood of about 4000 people. The area is capable of receiving all urban services and whilst a residential zoning is not warranted at this time, the Rural Future Urban zone serves to highlight the area's strategic importance.
- G) The rezoning of this area bounded by Murradoc Road, Clarendon Road and the proposed By Pass Road from Residential C to Rural Future Urban signals the intention that the area will form part of the future service business/industrial area to the west as designated in the Structure Plan.
- H) This area has been rezoned from Rural Residential to Residential C which will maintain the low density buffer between Portarlinton and Clifton Springs Roads.

Implementation of the foregoing rezonings will not only provide for the most efficient utilisation of land, but also provide land-owners with certainty as to the development potential of their properties.










Opportunities and constraints change over time and the Structure Plan must be viewed within this context, therefore if regular monitoring indicates deficiencies it will be changed after consultation with the various interested parties.

8. REFERENCES

- * Australian Bureau of Statistics - 1986 Census Data
- * Municipal Rate Records & Building Permits
- * Draft Geelong Region Retail Strategy - 1990
- * Bellarine Peninsula Retail Strategy -
For Bellarine Shire Council, 1989
- * Drysdale/Clifton Springs Strategy Plan - Trevor Pescott, 1980. Comments on
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- * Lifestyle - The Lifeblood Ebbs
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- * Drysdale By-Pass Study - GRC, CRB, Shire of Bellarine, 1979
Needs Report
- * Geelong Region Rural Residential Living Strategy - GRC, 1983, ISBN-0-7241-
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- * Adopted Drysdale/Clifton Springs Structure Plan - GRC December, 1983, ISBN-
0-7241-2555-8
- * Directions: The Geelong Region Development Strategy, 1988 - GRC, June, 1988,
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- * Planning Guide for Urban Open Space July 1989 - Ministry for Planning and
Environment, Victoria, ISBN-0-7306-0280X
- * Residential Development Provisions for Victoria, Ministry for Planning and
Environment



LEGEND

-  FUTURE LOCAL PARK SPINE
-  UNDER-SERVED OPEN SPACE AREA
-  SUBDIVISION PLANS RECEIVED
-  LOCAL PARK
-  DISTRICT PARK
-  BARRIER TO OPEN SPACE ACCESS
-  MAJOR PARK
-  300 m RADII FROM OPEN SPACE
-  AREA NUMBER

SHIRE OF ELLARINE

DRYSDALE

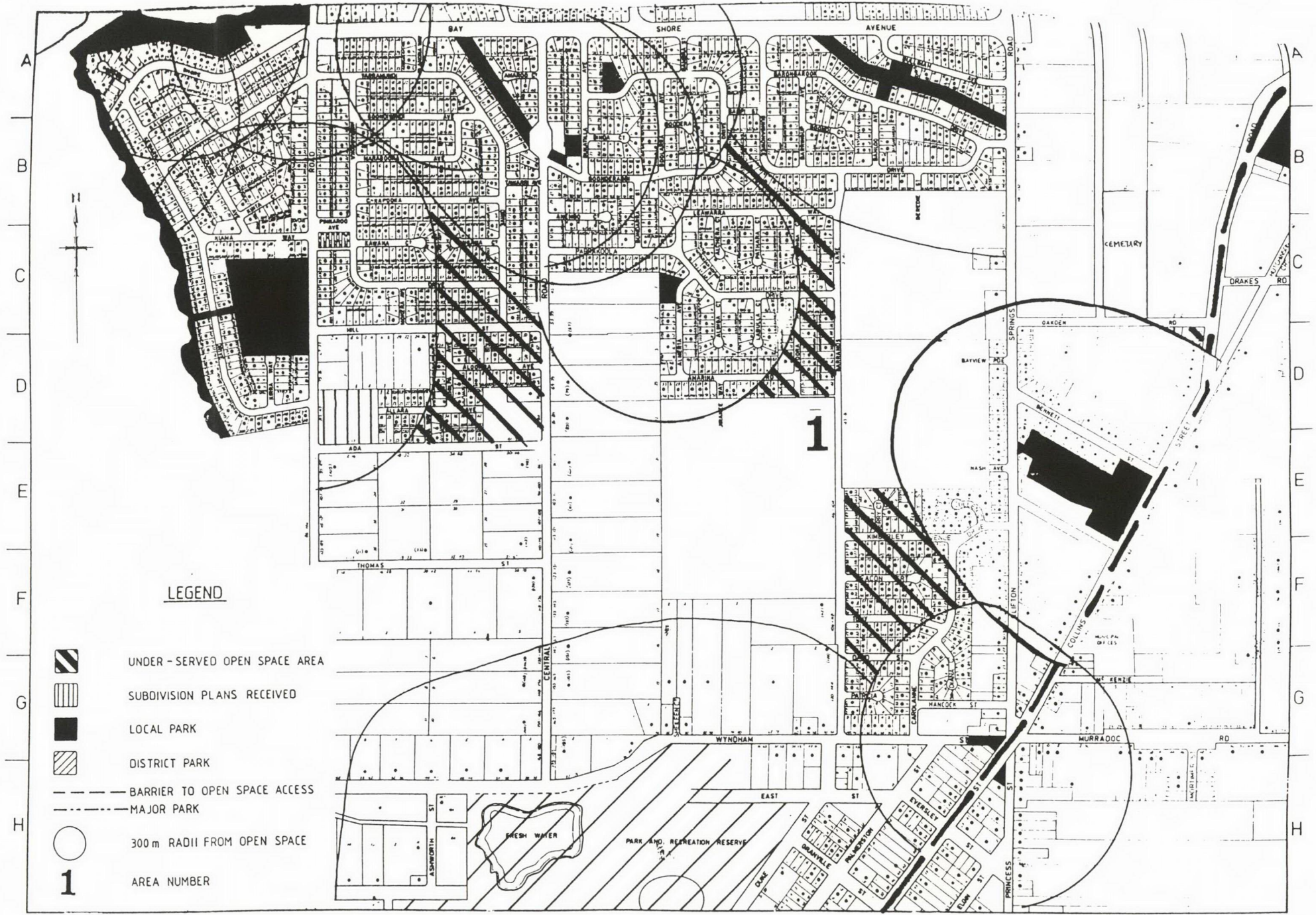
SCALE

• BUILDING PERMITS TO








COMPILED & DRAWN
J H CARR

SHIRE ENGINEER

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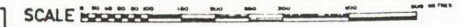


LEGEND

-  UNDER-SERVED OPEN SPACE AREA
-  SUBDIVISION PLANS RECEIVED
-  LOCAL PARK
-  DISTRICT PARK
-  BARRIER TO OPEN SPACE ACCESS
-  MAJOR PARK
-  300 m RADII FROM OPEN SPACE
- 1** AREA NUMBER

SHIRE OF BELLARINE

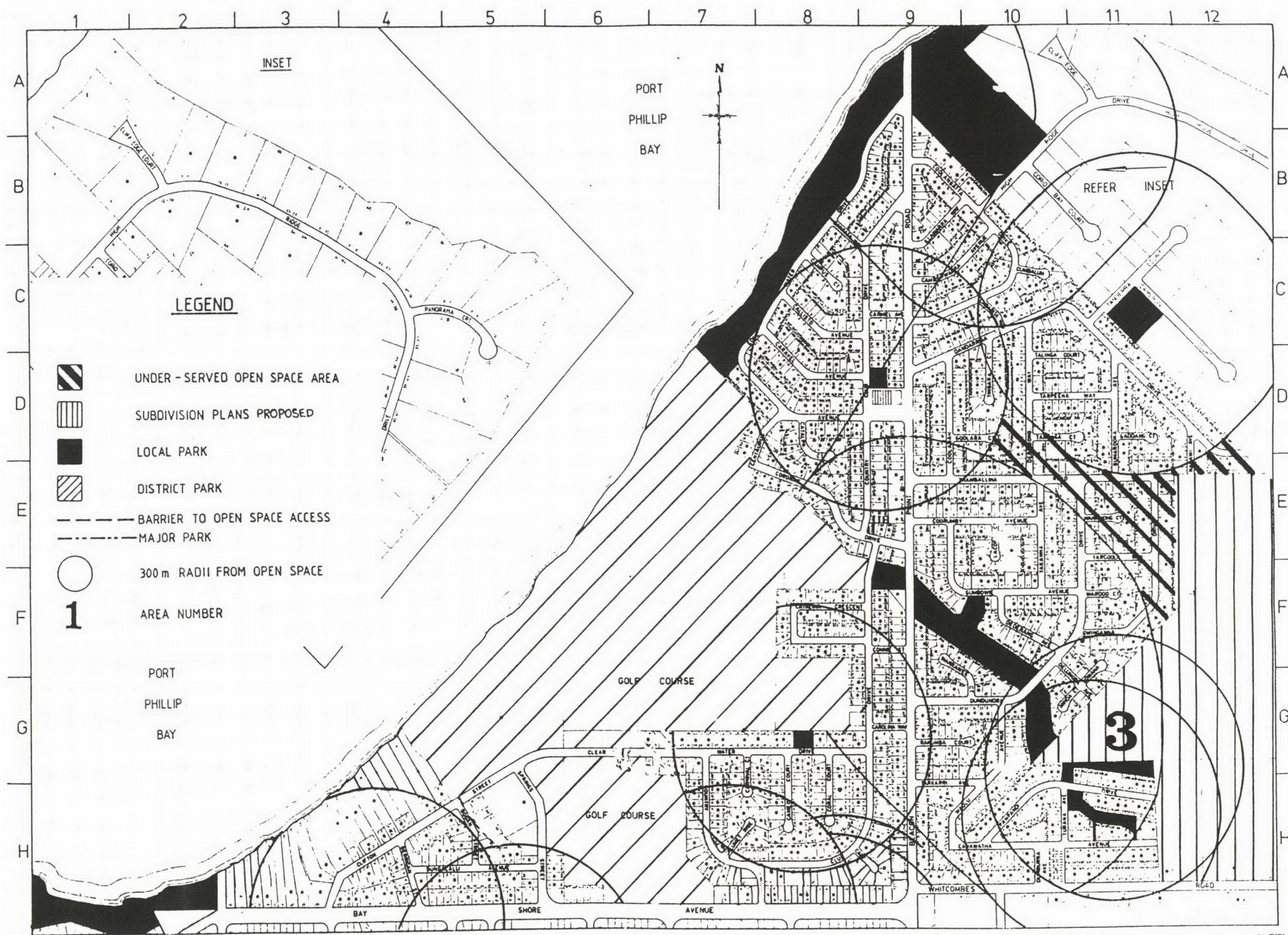
CLIFTON SPRINGS

SCALE 

COMPILED & DRAWN
J. H. CARR

SHIRE ENGINEER

m. 2'










INSET

PORT
PHILLIP
BAY



REFER INSET

LEGEND

-  UNDER-SERVED OPEN SPACE AREA
-  SUBDIVISION PLANS PROPOSED
-  LOCAL PARK
-  DISTRICT PARK
-  BARRIER TO OPEN SPACE ACCESS
-  MAJOR PARK
-  300 m RADII FROM OPEN SPACE
- 1** AREA NUMBER

PORT
PHILLIP
BAY

GOLF COURSE

GOLF COURSE

3

SHIRE OF BELLARINE				CLIFTON SPRINGS				SCALE 1:5000			
* BUILDING PERMITS TO				COMPILED & DRAWN J. H. CARR				SHIRE ENGINEER			