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Proposed C387ggee

## **SCHEDULE 46 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAY**

Shown on the planning scheme map as **DPO46**.

### **JETTY ROAD URBAN GROWTH AREA STAGE 2**

#### **1.0**

#### **Objectives**

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To provide an attractive, liveable and sustainable urban environment inclusive of a range of residential densities and dwelling types.

To protect and enhance areas with cultural, biodiversity and landscape value, including the foreshore, significant vegetation, the waterway corridor, and indigenous heritage.

To ensure subdivision and development responds to the topography, natural features and key views within the growth area, as well as interfacing rural, coastal and residential land.

To provide a permeable movement network of parks, landscaped streets and shared paths which connect to adjoining residential land, the foreshore reserve, Bellarine Rail Trail, neighbourhood activity centre and nearby community facilities.

To co-ordinate development infrastructure sequencing and staging, including the early delivery of a boulevard-style Tivoli Drive and Greenvale Drive.

#### **2.0**

#### **Requirement before a permit is granted**

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A permit may be granted to use or subdivide land, construct a building or construct or carry out works before a development plan has been prepared to the satisfaction of the Responsible Authority.

Before granting a permit, the Responsible Authority must be satisfied that the permit will not prejudice the preparation of a Development Plan and the future use and development of the land in an integrated and orderly manner.

#### **3.0**

#### **Conditions and requirements for permits**

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The following conditions and/or requirements apply to permits:

- A permit must contain conditions or requirements which give effect to the provisions and requirements of an approved Development Plan.
- Where an acoustic assessment report approved as part of the Southern Residential Area Development Plan recommends any noise attenuation measures, permit conditions must give effect to the recommendations of the acoustic assessment unless a restriction on title of the relevant plan of residential subdivision is able to give effect to the recommendations of the acoustic assessment report.
- Unless there is already an agreement in place to provide affordable housing, a permit for subdivision, buildings or works associated with residential development should provide affordable housing in accordance with the approved Development Plan.
- A permit for subdivision must include a condition which requires:
  - Prior to the certification of a plan of subdivision for the first stage of a subdivision, the proponent must demonstrate how it is proposed that the Environmentally Sustainable Development Assessment approved as part of the Development Plan will be given effect. This may include either by way of an agreement under section 173 of the Act or by the various requirements of the Environmentally Sustainable Development Assessment being applied as a restriction on title of the relevant plan of subdivision as appropriate.
- A permit for buildings and works associated with a non-residential land use or a Residential/Retirement village must include a condition which requires that prior to the commencement of development the permit holder demonstrates how the Environmentally

Sustainable Development Assessment approved as part of the Development Plan is to be given effect as part of the permitted development.

- If vegetation within the Sensitive Residential Interface Treatment linear area is shown in the approved Northern Residential Area Development Plan as to be retained, a permit for the residential subdivision must include the following condition:
  - The plan of subdivision must include a restriction requiring the vegetation protection zone as nominated in the Biodiversity Assessment forming part of the approved Development Plan to be provided on the land and kept free of all built form (including impervious pavements) but excluding boundary fencing.
- A permit for residential subdivision of land which abuts the western boundary of the growth area (interfacing rural land) must include the following conditions:
  - a condition requiring the preparation of a landscape plan designating suitable areas for canopy tree planting, as well as species selection, in the front setback of private lots, to the satisfaction of the Responsible Authority; and
  - a condition requiring that prior to certification of a plan of subdivision for the relevant stage, a restriction on title stating that this area is to be kept free from all built form and landscaped in accordance with the Landscape Plan.
  - a condition requiring the preparation of a dwelling colour and materials schedule, and a fence design plan, which reflects the coastal and rural transition, to the satisfaction of the Responsible Authority; and
  - a condition requiring that prior to certification of a plan of subdivision for the relevant stage, a restriction on title stating that each dwelling must be constructed in accordance with the Colour and Materials Schedule and the Fence Design Plan.
- A permit for subdivision of land within the catchments identified in the stormwater management strategy prepared by Water Technology dated 15 February 2023, must contain the following conditions and requirements, unless the Responsible Authority is satisfied that the conditions and requirements have been satisfied by an alternative method:
  - Prior to certification of the Plan of Subdivision, an easement(s) (or widened easements) for stormwater drainage to Port Phillip Bay must be secured to the satisfaction of Council.
  - All costs associated with the facilitation and delivery of down-stream drainage works to Port Phillip Bay, including acquisition of easement land and outfall construction, shall be at the cost of the developer except where funded by an approved Development Contributions Plan.

#### 4.0

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#### Requirements for development plan

A Development Plan must be generally in accordance with the Jetty Road Stage 2 Urban Growth Area Framework Plan at Map 1 to this Schedule.

A Development Plan should be generally in accordance with the *Jetty Road Urban Growth Plan, 26 June 2007 (Amended 23 September 2008)* as appropriate.

A separate Development Plan may only be prepared and approved for each of the four land areas shown on Map 1, being the:

- Northern Residential Area (land budget property no's 11 & 12);
- Central Residential Area A (land budget property no's 13 & 14);
- Central Residential Area B (land budget property no. 15); and
- Southern Residential Area (land budget property no's 16-30).

Each Development Plan must be planned so that it integrates with adjoining Development Plan area(s) and the Jetty Road Urban Growth Area Stage 1 development.

A Development Plan must include the following general requirements:

**A Site Analysis and Local Context Assessment** that includes:

- A description of the existing features, environmental conditions and characteristics of the land and a design response.
- A description and design response to, as appropriate:
  - The *Jetty Road Urban Growth Plan, 26 June 2007 (amended 23 September 2008)*, approved Development Plan for Jetty Road Stage 1 and subsequent development.
  - The Bellarine Peninsula Statement of Planning Policy, July 2023.
  - The foreshore and Port Phillip Bay.
  - The rural and golf course land to the west and south.
  - The Bellarine Rail Trail.
  - The surrounding road and pedestrian/cycle network.

**An Urban Design Masterplan** that includes:

- The location of all proposed land uses including, but not restricted to, roads, open spaces, drainage reserves and the location of proposed medium density housing.
- A subdivision or development layout that includes the location and distribution of lots showing a variety of lot sizes and densities to support a diverse range of housing types. The following principles must be applied:
  - A target minimum residential density of 15 dwellings per net developable hectare across the whole growth area.
  - Highest density located within the 400-metre walkable catchment of the neighbourhood activity centre (minimum of 20 dwellings per net developable hectare).
  - Medium to high densities located opposite local parks and the waterway corridor reserve.
  - Larger lot sizes along the western boundary interfacing rural land.
- Design measures to prevent rows of front-loaded townhouses that result in streetscapes which are garage dominated. Consideration should be given to rear-loaded townhouses with laneway services, to provide a more diverse range of built forms and interfaces to open space.
- A Pedestrian & Bicycle Network Plan showing convenient off and on-road footpaths and shared paths that connect to the adjoining residential land and neighbourhood activity centre, public open spaces including parks, the foreshore reserve and Bellarine Rail Trail, and nearby schools and other community uses. Shared user paths must be provided as shown on Map 1.
- A subdivision design that demonstrates how impacts on biodiversity values identified in the Biodiversity Assessment can be avoided and minimised.
- Retention of Aboriginal heritage and the waterway corridor as reserves in the subdivision design.
- Retention of vegetation rows in the Northern Residential Area, native vegetation and site boundary vegetation, within road or open space reserves to the greatest extent possible, as part of subdivision design.
- An arboricultural assessment to identify trees of medium and high value suitable for retention in reserves for landscape, habitat and amenity value.

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- Road frontages along the foreshore reserve, waterway corridor reserve and the Bellarine Rail Trail to the greatest extent possible.
- Interface treatments to the rural land to the west and south, guided by the *C387ggee Development Plan Overlay Schedule 46 Background Landscape Report, November 2022, City of Greater Geelong*. For the Northern Residential Area and Central Residential Area A, treatment includes vegetation planting within McDermott Road reserve. Service infrastructure should be located outside land required for interface treatments where it conflicts with landscape outcomes.
- For lots abutting the western boundary interfacing rural land:
  - Each facing lot must have a front setback (garden) to allow for planting of at least one canopy tree.
  - Any lot presenting its side boundary to the interface must provide low transparent fencing where possible.
  - Future dwellings must make colour and material, as well as fencing-style, choices which reflect the coastal and rural transition.
- Protection of the Bellarine Rail Trail reserve from development or infrastructure that may jeopardise or limit the future use of the rail reserve for the introduction of heavy rail or light rail.
- A contours plan at 0.5m intervals.
- Urban design cross-sections for all road types.
- Identification of the Portarlington Road and Tivoli Drive corner as a potential site for non-residential uses.
- For land in the Southern Area close to Portarlington Road, an acoustic assessment report prepared by a qualified acoustic engineer which:
  - Applies the following noise objectives:
    - 35 dB LAeq,8h when measured within a sleeping area between 10 pm and 6 am.
    - 40 dB LAeq,16h when measured within a living area between 6 am and 10 pm.
  - Includes recommendations for any noise attenuation measures required to meet the applicable noise level objectives.

An **Environmentally Sustainable Development (ESD) Assessment** must be prepared for residential subdivision as well as any buildings and works. The ESD Assessment must include:

- Residential ESD Design Guidelines prepared for residential subdivision which includes requirements for:
  - The roof and façade materials of all new residential dwellings to meet a minimum Solar Reflective Index (SRI) benchmark of 50 or greater.
  - All new dwellings with up to two bedrooms to have installed a 3kW minimum capacity solar photovoltaic (PV) system. An additional 1kW capacity solar photovoltaic (PV) system is required for each additional bedroom proposed.
- A Sustainable Energy and Zero Carbon Plan prepared for residential subdivision or development which demonstrates:
  - Actions to reduce greenhouse gas emissions from the construction and ongoing operation of any new dwellings towards net zero.
  - How opportunities for renewable energy and/or green energy will be maximised.
  - That subdivision and development does not connect existing or future reticulated gas networks.

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- A Circular Economy Plan prepared for residential subdivision or development that demonstrates, through ISCA Materials Calculator 2.1 or a similar life cycle assessment tool, how materials containing recycled content and low embodied carbon will be utilised.
- For commercial and community buildings, commitment to the use of a best practice environmental performance rating tool, such as a Green Star Buildings rating of 6 stars, or an equivalent rating achieved through a similar tool.

An **Affordable Housing Delivery Strategy** that includes:

- The provision of affordable housing comprising a transfer to the City of Greater Geelong Affordable Housing Trust or a Registered Housing Association under the *Housing Act 1983* of 5% of the total number of serviced lots proposed on the land in the application at a discount of 35% to market value as determined by an appropriately qualified expert. The serviced lots are to have an assumed area of 300 square metres. This provision is the **Primary Obligation**, or;
- A monetary contribution to the City of Greater Geelong Affordable Housing Trust or another Housing Agency nominated by Council which is of equal value (as independently assessed) to the Primary Obligation; or
- A provision of completed dwellings for nil consideration which in total have the same monetary value as the Primary Obligation as independently assessed;
- A combination of the above options; or
- Any other delivery model of the contribution which is of equal value to the Primary Obligation.
- The provision of affordable housing should be:
  - delivered within the land to which a planning permit application applies or if agreed with the responsible authority, other land in the Jetty Road Stage 2 area;
  - functionally and physically indistinguishable from other dwellings within the development; and
  - distributed across the development; and
  - a mix of lot or housing types to respond to local housing needs

The method of implementing the Affordable Housing Delivery Strategy should be by a signed agreement between the landowner and the Responsible Authority under Section 173 of the *Planning and Environment Act 1987*.

The requirement in this Schedule for a Development Plan to include an Affordable Housing Delivery Strategy does not apply:

- where any other provision of the Greater Geelong Planning Scheme, or the *Planning and Environment Act 1987 (or any other Act)*, requires an affordable housing contribution to be made in respect of the residential development of the land.
- to land in respect of which an agreement with the Responsible Authority has already been entered into for the provision of affordable housing.

An **Integrated Water Management Plan** that takes an integrated approach to flooding, stormwater and drainage management, and is designed with reference to the whole catchment. The plan must be guided by the *Final Report Jetty Road Rezoning – Stage 2 SWMS, Water Technology, Version 07, 15 February 2023* and include:

- Reference to:
  - WSUD Engineering Procedures: Stormwater CSIRO Publishing 2005.
  - Clause 56.07 of the Greater Geelong Planning Scheme.
  - The Infrastructure Design Manual and associated Design Notes.

- A Drainage Strategy that addresses:
  - Drainage Feasibility.
  - Stormwater Quality Management.
  - Peak Discharge Management.
  - Potential impacts of the overall volume of stormwater on downstream land.
  - Functional Peak Flood Level Determination.
- Identification of all land to be set aside for drainage purposes, detailing the approximate size and location of all drainage reserves and system components, including retarding basins, treatment and sediment ponds, drying areas and access tracks to provide for the required stormwater assets and meet Best Practice Environmental Management Guidelines. The land required may include unencumbered land (as calculated in the Jetty Road Stage 2 DCP Land Budget) once functional designs have been approved.
- A stormwater management system that ensures peak discharge rates, pollutant loads of all stormwater leaving the site post development are no greater than pre-development and that ensures no adverse impacts to any surrounding area, upstream or downstream of the volume of stormwater discharged over time from any stormwater asset.
- Treatment to achieve best practice pollutant removal targets in accordance with relevant standards and guidelines (including Design Note 3 and Melbourne Water guidelines).
- A cross-section of the constructed waterway and corridor reserve consistent with the Melbourne Water *Waterway Corridors* guidelines version 1 October 2013, and also having regard to ancillary open space functions of the waterway corridor.
- Easement creation and/or widening and realignment as necessary to ensure adequate provision for pipe-laying, maintenance and overland flow paths, both within the development area, and to external affected properties and reserves.
- Exploration of stormwater reuse opportunities with the Curlewis Golf Club and Council parks.
- Resting points for pedestrians and cyclists using the rural interface shared path, to be located and integrated into, the design of the drainage reserves along the western boundary.
- For Central Residential Area A, drainage infrastructure design and construction on the corner of Coriyule Road and McDermott Road must not impact the health of the significant River Red Gum located within the McDermott Road reserve.
- For the Southern residential Area, the plan must also be guided by the *Final Report, Jetty Road South of Rail Trail SWMS, Water Technology, Version 06, 6 September 2023*.
- Consideration of development staging and assets necessary to be delivered in step with development.

The final design of the waterway corridor reserve, retarding basins, wetlands, and associated paths, sediment drying areas, maintenance access areas and planting, must be to the satisfaction of the Responsible Authority.

**A Road Network and Traffic Management Plan** that is guided by the Traffix Group reports *G21702R-03E, G21702R-04E & G21702R-05D, November 2022* and which includes:

- An internal road network that provides a high level of access for all vehicular and non-vehicular traffic and which responds to the topography.
- Safe sight lines to all property access and internal roads.
- Details of all necessary upgrades to the surrounding road network to urban standards including any required upgraded intersection treatments.

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- Identification of future bus routes and bus stop infrastructure locations as advised by the Head, Transport for Victoria.
- The duplication of Tivoli Drive and Greenvale Drive consistent with the role and function of the road at full development of the Jetty Road Urban Growth Area. This includes a roundabout treatment at the intersection of Tivoli Drive, Greenvale Drive and Coriyule Road.
- Locating lower order connector streets generally as show on Map 1, noting that some changes to respond to detailed subdivision design may be necessary, to provide convenient connectivity and access to the public open space network, as well as wayfinding through the area.
- Engineering cross-sections of all roads categories within and bordering the site, and showing:
  - Tivoli Drive and Greenvale Drive to be duplicated and designed as a boulevard-style road.
  - Lower order connector streets to include a shared path, parking bays and tree planting in kerb outstand.
- Provision of local streets to interface with rural land, the Bellarine Rail Trail and Portarlington Road guided by the cross-section designs shown in the *Amendment C387ggee Development Plan Overlay Schedule 46 Background Landscape Report, City of Greater Geelong, November 2022*.
- No new road or private vehicular lot access to Portarlington Road and McDermott Road, and no direct access to future dwellings on the east side of Tivoli Drive for at least 100 metres north of Portarlington Road.
- Traffic management controls for the internal road network as required, including calming treatment required towards the western end of Coriyule Road (between the new drainage reserves), to discourage the use of Coriyule Road to the west of McDermott Road.
- Provision of a shared path within the Jetty Road/Hackwill Place reserve to connect the Bellarine Rail Trail and Jetty Road paths with the Drysdale Bypass/High Street/Grubb Road signalised intersection.
- A staging plan informed by a traffic impact assessment.

### **A Tivoli Drive and Greenvale Drive Early Delivery Plan** that includes:

- How it is proposed to provide land and works for the early delivery of the ultimate treatment of Tivoli Drive and Greenvale Drive consistent with the ultimate cross-sections shown in the Traffix Group reports *G21702R-03E, G21702R-04E & G21702R-05D, November 2022*.
- Completion of the ultimate treatment of Tivoli Drive and Greenvale Drive as follows (or at an earlier time to the satisfaction of the Responsible Authority):
  - Property 11 and 12 cannot be further subdivided until the full length of Tivoli Drive and Greenvale Drive are upgraded to their ultimate profile as described in the relevant DCP Drawing project scoping sheet unless otherwise agreed in writing by the Responsible Authority.
  - Property 13 and 14 cannot be further subdivided until Tivoli Drive and Greenvale Drive north of the Bellarine Rail Trail is constructed to its ultimate profile unless otherwise agreed in writing by the Responsible Authority.
  - Property 15 cannot be further subdivided until Tivoli Drive and Greenvale Drive north of the Bellarine Rail Trail is constructed to its ultimate profile unless otherwise agreed in writing by the Responsible Authority.
  - Land south of the Bellarine Rail Trail relying on access from Tivoli Drive cannot be further subdivided until Tivoli Drive is constructed to its ultimate profile from the northern boundary of the Rail Trail Reserve to Portarlington Road including the lengthening of the turn lane from Tivoli Drive into Portarlington Road as proposed by Traffix Group and as shown in the relevant DCP scoping sheet unless otherwise agreed in writing by the Responsible

Authority. Construction includes the required upgrades to/widening of the existing Pedestrian Operated Signals that are located across Tivoli Drive at the Rail Trail.

An **Open Space and Landscape Masterplan** that includes:

- Identification of all areas and location of public open space consistent with Map 1.
- An open space contribution equal to 10% of the net developable land (unencumbered) or in-lieu cash payment or combination of both.
- Encumbered land being land required for the following:
  - Stormwater drainage reserves (including retarding basins, wetlands, sediment ponds and associated sediment drying and access/maintenance areas as approved within the Integrated Water Management Plan inclusive of functional layout plan designs);
  - The waterway corridor reserve which consists of the hydraulic width (1% AEP channel), riparian zone and vegetated buffer zone;
  - The foreshore reserve exclusion zone;
  - Land area required for the protection of remnant vegetation and scattered native trees (to be transferred to Council as road or conservation reserve); and
  - Land set aside in Aboriginal cultural heritage reservesis not to be credited for the purposes of the open space contribution under clause 53.01 of the Scheme.
- A Public Open Space Table showing the land size and parcel percentage provided for unencumbered public open space contribution.
- Plans of all encumbered land reserves, identifying vegetation and fauna retention and management, re-establishment of local indigenous plant species, and any bank stabilisation and rehabilitation works.
- A tree canopy plan that meets the tree canopy target of 25% contained in the *City of Greater Geelong Urban Forest Strategy 2015-2025* and which stipulates the number and type of trees to be delivered.
- Landscaping treatment concepts proposed to provide an attractive entrance to the Jetty Road Growth Area (at Portarlinton Road) and along the Tivoli Drive/Greenvale Drive boulevard using local indigenous plant species where suitable.
- Provision of a 1.82 hectare district park located on the natural highpoint generally as shown in Map 1. The park is to integrate with that part of the park (0.18ha) which is provided within the Jetty Road Stage 1 area so as to create a district park total area of 2 hectares.
- Three local parks must be provided and configured to be a usable space (generally square or rectangular shape unless an alternative configuration is agreed by the Responsible Authority) and edged by road frontages or other reserve frontage.
- All open space areas must be separated from dwellings by road frontages or other active interfaces such as pedestrian paths, paper roads and/or a shared path.
- Plans for the Aboriginal heritage reserves shown on Map 1. Plans should show works required to improve the land for its intended purpose, any interpretive signage or structures and interface treatments. Plans should be prepared in consultation with the Wadawurrung Traditional Owners Aboriginal Corporation.

The Open Space and Landscape Masterplan must include concept plans to the satisfaction of the Responsible Authority for each of the following:

- Foreshore reserve.

- District park.
- Local parks of approximately 1 hectare.

Concept plans should show the general layout and indicative landscape treatments (such as paths, seating, lighting, shading structures, play spaces and paving materials) in accordance with Council infrastructure standards, and the use of local indigenous plant species where appropriate. Utility kiosks/cabinets must not be located in any open space.

The Open Space and Landscape Masterplan must integrate with the Pedestrian & Bicycle Network Plan.

A **Biodiversity Assessment** that includes:

- A native vegetation assessment and response to the *Guidelines for the Removal, Destruction or Lopping of Native Vegetation* (DELWP 2017). The assessment must include adjoining road reserves as relevant.
- A biodiversity desktop assessment, and if required, an in-season fauna survey including survey for any particular rare or listed species potentially onsite and recommendations which are to be given effect in subdivision and development permit conditions.
- For Central Residential Area B, protection of four scattered River Red Gums identified in the *Mark Trengove Ecological Services, April 2019* vegetation assessment (Trees C-F in Figure 4), within the local park.
- For the Southern Residential Area, protection of the six scattered native trees (River Red Gum, Manna Gum and Swamp Gum) identified in the *Mark Trengove Ecological Services, March 2020* vegetation assessment (Trees A-F in Figure 4), within an open space or road reserve.
- Details of protection measures that should be applied to vegetation identified for retention, including remnant trees and other vegetation in adjoining road reserves and the Bellarine Rail Trail (or on the boundary).

A **Bushfire Assessment and Development Plan** informed by a report prepared a suitably qualified expert that includes:

- Creation of low-threat and/or non-vegetated setback areas to address bushfire risk from the Farming Zone land to the west. Any bushfire setback areas should be designed to not detract from rural-urban transition interface and shared path requirements.
- For Central Residential Area A, creation of interim low-threat and/or non-vegetated setback areas to address bushfire risk from the north until development of the Northern Residential Area progresses.

An Area specific **Land Use Budget** consistent with the *Jetty Road Urban Growth Area Stage 2 Development Contributions Plan*.

A **Development Sequencing and Staging Plan** that provides for the timely provision and delivery of service infrastructure and open space and includes:

- The sequence in which the initial stages of the Development Plan area is to proceed and identification of likely direction of development shown in a Staging Plan.
- Evidence that reticulated water supply and sewerage services can be provided to the land in a timely and efficient manner.
- The proposed staging and early provision of stormwater management infrastructure.
- The proposed delivery of all public open space reserves in association with the creation of private lots. The district park must be delivered in the early stages of development of Central Area A.

- The delivery of Council-managed land/nature strips directly abutting public open space reserves within the same stage as the public reserve.
- Any interim termination of roads which may be extended in the future across site boundaries must be designed and constructed to allow for functional vehicular movement during that interim period.

#### **Northern Residential Area Development Plan**

In addition to the Development Plan general requirements at Clause 4.0 of this Schedule, a Development Plan prepared for the Northern Residential Area must include the following requirements:

- A view analysis from the site to Port Phillip Bay, and from the foreshore reserve to the site, prepared by a suitably qualified expert. Subdivision design must respond to the key opportunities and constraints derived from this analysis, and provide for:
  - An urban structure to maximise viewlines towards the bay within the public realm.
  - The orientation and arrangement of lots to share views where practical.
  - Views to the bay from the district park.
- An Aboriginal Cultural Heritage Desktop Assessment.
- An Infrastructure Servicing Assessment.
- Identification of the land area adjacent to the foreshore, including the land between the mean high water line and the top of the foreshore escarpment and extending south of the top of the foreshore escarpment, as public open space reserve consistent with the report: *Geotechnical Investigation for Cliff Stability, Jetty Road Foreshore, Stantec, 14 April 2023*.
- A report prepared by a suitably qualified expert to address potential issues arising from coastal instability and erosion along the foreshore and foreshore reserve, including storm surge, having regard to the report: *Geotechnical Investigation for Cliff Stability, Jetty Road Foreshore, Stantec, 14 April 2023*, and to the satisfaction of the Responsible Authority.
- The Integrated Water Management Plan must include a report to inform the design and location of the DCP coastal outfall structure having regard to any onsite native vegetation and the report: *Geotechnical Investigation for Cliff Stability, Jetty Road Foreshore, Stantec, 14 April 2023*.
- The Biodiversity Assessment must consider:
  - How the identified Remnant Vegetation Reserve on Map 1 can be enhanced, with reference to the *C387ggee Development Plan Overlay Schedule 46 Background Landscape Report, November 2022, City of Greater Geelong*.
  - The retention value of the planted native vegetation within the Sensitive Residential Interface Treatment linear area along the eastern boundary and nominating a vegetation protection zone.
- Existing vegetation rows identified on Map 1 and in the *C387ggee Development Plan Overlay Schedule 46 Background Landscape Report, November 2022, City of Greater Geelong*, must be protected to the greatest extent possible in road reserves or open space reserves, and form part of the street and shared path network.
- A report prepared by a suitably qualified expert that assesses a preferred and distinct built form character for future dwellings on lots that front, or are visible from, the foreshore reserve. Report recommendations must be given effect as permit conditions to the satisfaction of the Responsible Authority.
- Provision of the western interface shared path within the McDermott Road reserve and closure of the road to vehicles north of the 121-201 McDermott Road Curlewis private access driveway, subject to further investigation.

### Specific Land Use and Development

In addition to the Development Plan general requirements at Clause 4.0 of this Schedule, the Development Plan must make provision for the following further specific requirements for the following land-uses:

▪ ***Residential village and Retirement village***

- The use and development must not be located within 100 metres of the boundary of the district park.
- Regard must be had to, and compliance must be demonstrated with, the Urban Design Guidelines for Victoria.
- A movement analysis must be undertaken to demonstrate that public pedestrian connectivity through the area including convenient and direct access to bus stops and public open space is not compromised by the proposed use and development.
- Gates that provide access to the public realm must be open during daylight hours.
- Any boundary fencing installed should be of low height, transparent in design, and be sympathetic to the urban or rural character.
- Dwelling frontage should ensure strong passive surveillance and contribute towards activation of the public realm.
- Trees should generally be located to provide shade to paved surfaces, with specific focus on shading pedestrian paths.
- Where the use interfaces with the western boundary rural land:
  - A Plan of Subdivision must vest land in Council sufficient to provide for a rural interface reserve inclusive of a shared path. This area is not to be credited as part of the public open space contribution.
  - A landscape plan must be prepared showing generous planting including canopy trees within the rural interface reserve.
  - A dwelling (or any other building) colour and materials schedule, and a fence design plan, must be prepared which reflects the coastal and rural transition, to the satisfaction of the Responsible Authority.
- On-site stormwater assets required to drain and treat stormwater from the development must be designed, constructed and maintained as private assets, to the satisfaction of the Responsible Authority.

▪ ***Non-residential uses subject to permit in the General Residential Zone***

- The location of any proposed non-residential use(s), other than a Child care centre, should be limited to the corner of Portarlinton Road and Tivoli Drive, subject to a traffic impact assessment and approval by the Head, Transport for Victoria. The exception to this requirement is that a Food and drink premises (café or restaurant) may be located adjacent to the foreshore reserve.
- A site analysis must be undertaken to ensure the proposed development design responds to the existing character and features of the site and surrounding land.
- Development must provide sufficient setback land to roads and private lots to enable generous landscaping including canopy trees.
- Signage must be sympathetic in scale, not dominate the landscape and be entirely integrated into the design of the built form and architecture.

GREATER GEELONG PLANNING SCHEME

MAP 1 TO THE SCHEDULE 46 TO CLAUSE 43.04

