

Town Planning Report

Geelong Amendment C387

Jetty Road Stage 2

South of the Rail Trail

BURSILL CONSULTING
GREG BURSILL

Prepared for:

APD PROJECTS | Level 8 / 412 St Kilda Road, Melbourne, Victoria, 3000

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1 Introduction

1.1 Purpose

The purpose of this report is to provide a town planning submission in support of the City of Greater Geelong's proposed Amendment C387 to the Greater Geelong Planning Scheme (the Scheme). Amendment C387 proposes to rezone land in Jetty Road Stage 2, as shown on Figure 1, from a non-urban zone to a General Residential Zone. This report is focused on the land south of the Bellarine Rail Trail (the Rail Trail).

The submission provides an overview of technical work undertaken to support the Amendment and responds to the planning policy framework. The submission also outlines the proposed planning response to key issues like infrastructure delivery, social and affordable housing, land contamination and open space provision. The report provides the basis for the proposed DCP projects and outlines the strategy for the early delivery of the ultimate form of Tivoli Drive.

1.2 Report Structure

The report is structured as follows:

2. Background.
3. Context.
4. Site Analysis.
5. Proposed Development.
6. Technical Assessments.
7. Staging and Infrastructure Delivery.
8. Proposed Planning Scheme Amendment.
9. Assessment Against Planning Framework.
10. Conclusion.

The Attachments include:

11. Attachment 1: Draft Explanatory Report.
12. Attachment 2: Draft Development Plan Overlay Schedule.

2 Background

The City of Greater Geelong (the City) considered a report at its meeting on 24 May 2022, and resolved:

That Council:

- 1. Support the preparation and exhibition of Amendment C387ggee to the Greater Geelong Planning Scheme to:**
 - 1.1 Rezone the land bounded by Port Phillip Bay to the north, Portarlington Road to the south, existing housing estates, Jetty Road and Hackwill Place to the east, and McDermott Road and the Curlewis Golf Course to the west, from Rural Living Zone and Farming Zone to General Residential Zone Schedule 1 (as shown in Attachment 1);**
 - 1.2 Apply the Development Plan Overlay to the land being rezoned;**
 - 1.3 Apply the Development Contributions Plan Overlay to the land being rezoned; and**
 - 1.4 Incorporate the Jetty Road Urban Growth Area Stage 2 Development Contributions Plan.**
- 2. Request the Minister for Planning to authorise the preparation and exhibition of Amendment C387ggee.**

This Council resolution was the culmination of Council's strategic work to prepare the rezoning of Stage 2 of the Jetty Road Growth Area. The rezoning is supported by:

- The Jetty Road Urban Growth Plan.
- Council's Settlement Strategy.
- The Final Draft Bellarine Peninsula Statement of Planning Policy (SPP).
- Other State and Local planning policy.

Several development proponents have been working with Council since 2020 to prepare and lodge a request to Council to rezone Stage 2 of the Jetty Road Urban Growth Plan to the General Residential Zone, to enable its transformation from rural use to residential.

Figure 1 on the following page is the Jetty Road Urban Growth Plan map which appears at Clause 21.14 Bellarine Peninsula of the Greater Geelong Planning Scheme.

There is an established history and planning context to the Jetty Road Urban Growth Area. As far back as 1983, the area was identified for long term future growth in the Drysdale/Clifton Springs Structure Plan prepared by the Geelong Regional Commission. The next iteration of the Drysdale/Clifton Springs Structure Plan was in 1992, and the land north of the Rail Trail between Jetty Road and McDermott Road was designated for residential rezoning. The area south of the Rail Trail was designated for Rural Residential zoning. The rural residential designation was identified for consolidation in the City of Greater Geelong Urban Growth Strategy 1996.

Commencing in 2006, the City initiated planning of the growth area. The Jetty Road Urban Growth Plan (UGP), September 2008 (preface i) says:

The Jetty Road Urban Growth Plan sets the strategic direction for the development of land in the Jetty Road growth area. The UGP sets out the key planning responses that will be pursued at each stage of the planning process for the growth area. The UGP will ensure that the growth area develops in an orderly and sustainable fashion, and that areas of high ecological, cultural or aesthetic value are protected.

The UGP was developed in consultation with a wide range of stakeholders, including state government agencies, statutory bodies, utility companies, community groups, developers, and landowners. The UGP was adopted by the City of Greater Geelong at the Council meeting on 26 June 2007 and amended on 23 September 2008, following Council adoption of Amendment C129.

Stage 2 of the growth area follows the build-out of Jetty Road Stage 1, which delivered over 1,700 house lots and associated infrastructure, the Bayview Central Shopping Centre and new Griggs Creek and foreshore public open space. Stage 1 was rezoned in December 2009 by Amendment C152 to the Greater Geelong Planning Scheme and a Development Contributions Plan (DCP) Overlay was applied later by Amendment C230.

The Jetty Road Stage 2 land is within the Drysdale Clifton Springs settlement boundary and designated in the Greater Geelong Planning Scheme for rezoning to facilitate conventional and medium density residential use. Stage 2 makes up approximately 50 per cent of the total growth area and will yield a similar or greater number of dwellings as Stage 1.

The land is also identified in the State Government Final Draft Bellarine Peninsula SPP as 'growth areas'.

Amendment C387 is a proponent driven Planning Scheme Amendment seeking to rezone 149.45 hectares of Farming Zone and Rural Living Zone land to the General Residential Zone. The area is generally known in planning terms as 'Jetty Road Stage 2'.

In September 2020, Cardno (now Stantec), acting for the landowners in the Rural Living Zone precinct south of the Bellarine Rail Trail, lodged a request for the City to amend the planning scheme to rezone the land. Council officers accepted the application, however noted progression of the application was dependent on joint consideration of the Farming Zone precinct north of the Rail Trail up to Port Phillip Bay that also forms part of Jetty Road Stage 2.

The owner of 91-125 Coriyule Road and 32-70 McDermott Road lodged a rezoning application in June 2021. That application applied to all the Farming Zone land north of the Rail Trail and originally sought concurrent multi-lot subdivision permits, which were subsequently removed. It is noted that each of these proponents had commenced discussions with Council officers regarding a rezoning in 2018.

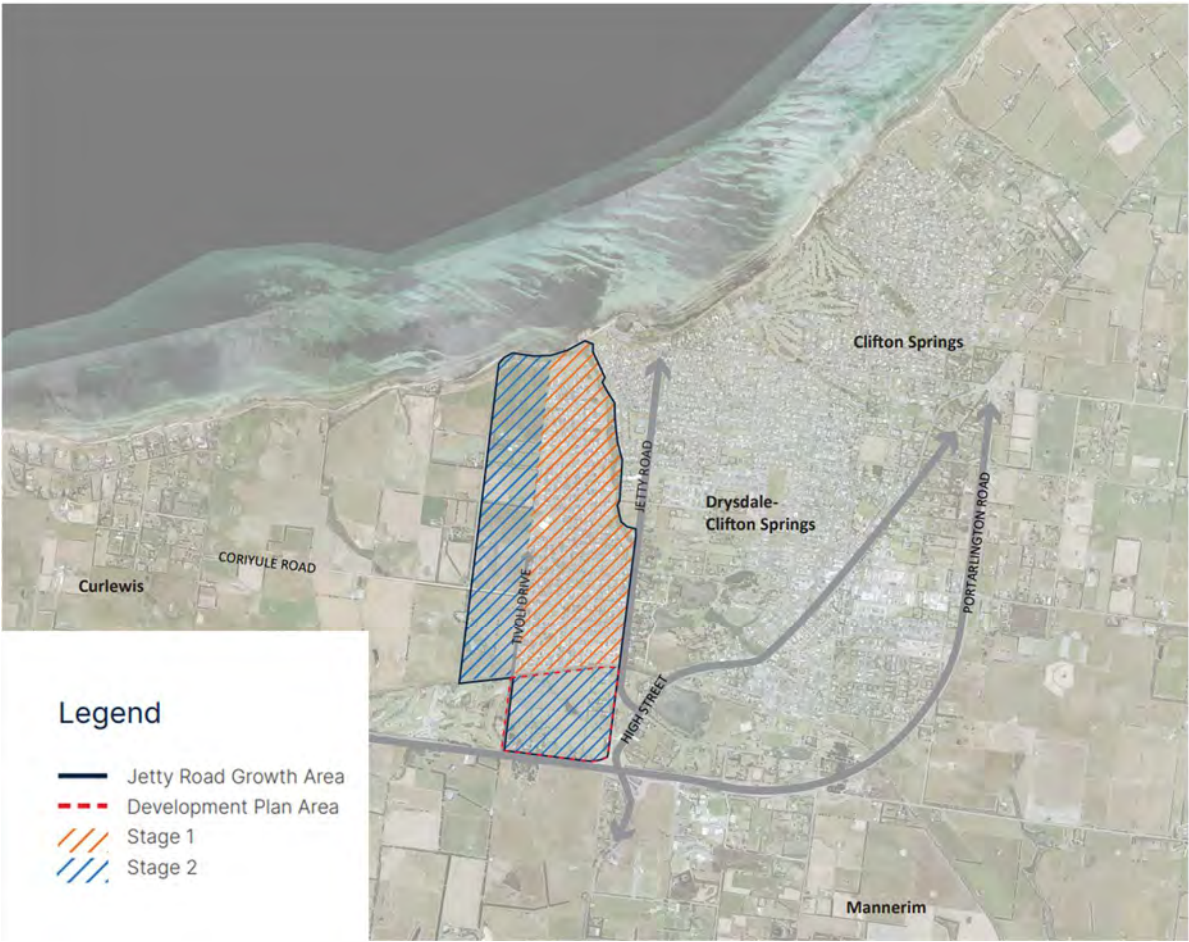
3 Context

3.1 Location

The land Council proposes to rezone through Amendment C287 is all of the land within the 'Jetty Road Urban Growth Area Stage 2' in the Greater Geelong Planning Scheme. This area is shown in Figure 2 below and contains 20 individual land titles spread over 149.45 hectares.

This planning submission is focused on the land south of the Rail Trail as shown in Figure2 below. A separate planning submission has been provided to Council dealing with the land north of the Rail Trail.

Figure 2: Strategic Context Plan



3.2 Strategic Context

Drysdale/Clifton Springs is one of the primary towns where urban growth outside the central Geelong area has been encouraged. Drysdale/Clifton Springs is located on the Bellarine Peninsula, 98 km south-west of Melbourne and 22 km east of Geelong. The Curlewis Jetty Road area forms part of this settlement located along the western boundary.

Drysdale/Clifton Springs is a fully serviced town with community, recreational, commercial and education facilities. The town also has a developed industrial estate.

While Drysdale/Clifton Springs is a coastal location it still has a strong connection with the rural hinterland, which is reflected through the historic village character of the town centre. The services within the town are not only used by the local community, but also by residents of Portarlington, Indented Head and St Leonards, as well as visitors.

Given Drysdale/Clifton Springs is still a relatively affordable coastal place to live, the town is attractive to many families and retirees. It has a mostly permanent population and residents generally travel to Geelong or Melbourne for work.

Both State and Local Planning Policies have identified Drysdale/Clifton Springs as a town that has high growth capacity, and as such it has been designated as one of the urban growth areas for the Bellarine Peninsula.

Clause 11.03-6L-01 Strategies - Drysdale/Clifton Springs of the Geelong Planning Scheme provides the following recommendations in support of rezoning the subject land.

“Contain urban development within the defined settlement boundary on the Structure Plan map.

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

Jetty Road Stage 2 is located within the defined settlement boundary, as indicated on the Structure Plan Map, and is identified for residential development. Therefore, the proposed rezoning of the subject land to facilitate future conventional residential growth accords with the logical strategic planning direction for this area located within the Bellarine Peninsula.

3.3 Proposed Outcomes of Jetty Road Stage 2

Based on the Jetty Road Urban Growth Plan 2008 and current planning policy, Jetty Road Stage 2 is intended to include the following features:

- A mix of different forms of housing, including medium density product strategically located close to the Neighbourhood Activity Centre (Bayview Central), bus routes and public open space.
- Urban and sustainable subdivision design objectives and requirements to achieve best practice neighbourhood character and built form outcomes. This will include sensitive interface treatments to adjoining properties.
- Voluntary developer agreements to deliver affordable housing.
- Continuation of the foreshore reserve established in Jetty Road Stage 1.
- A two-hectare sub-regional hilltop park located immediately west of the Neighbourhood Activity Centre, and other one hectare local parks to service walkable catchments.
- Protection and restoration of the designated waterway that flows from the corner of Portarlinton Road Hackwill Place north-west through the rural living precinct and 91-125 Coriyule Road. The waterway will form part of a stormwater drainage constructed waterway corridor reserve, inclusive of revegetation and shared paths.
- Protection of remnant vegetation and non-native vegetation in parks and road reserves that contribute to biodiversity, local character and sense of place.
- Rural-urban transition landscape interface on the western edge of the growth area and to the Portarlinton Road interface.
- A network of off-road shared paths to link key areas of open space and provide connectivity from the foreshore to the Bellarine Rail Trail and further south to the schools, arts and sporting precinct south of the Drysdale Bypass.
- The early duplication of Tivoli Drive and Greenvale Drive to a bus capable boulevard-style sub-arterial road.
- Coriyule Road to remain open but be redesigned with traffic calming measures to discourage use other than for Farming Zone residents to the west. The McDermott Road reserve shall be retained in its current rural form and not provide access to new housing estates.
- No new lot access will be permitted onto Portarlinton Road or to Jetty Road.
- New stormwater drainage retardation basins located on the western edge of the growth area at McDermott Road, and at the north-west corner of the Rural Living Zone precinct.
- Designation of the corner of Portarlinton Road and Tivoli Drive as a possible location for non-residential uses allowed in the General residential Zone subject to permit.

3.4 Site Context

The subject land is in close proximity to all the town services of Drysdale, including approximately 1.5km to central Drysdale where commercial and community services including the Drysdale Primary School, Christian College Geelong, Lake Lorne and the Drysdale Park and Recreation Reserve.

The Rail Trail directly abuts the subject site's northern boundary. Surrounding land to the north is developed as conventional housing lots. A variety of commercial and recreational facilities are near the subject site including Woolworth Curlewis approximately 1km north of the site.

The surrounding land to the east is developed as rural living lots, including a service station, with the majority containing dwellings and outbuildings.

Land to the west is developed as the Curlewis Golf Club.

Surrounding land to the south is developed as farming land.

A proposed sports precinct is located to the south east. Bellarine Secondary College, St Thomas Primary School and Saint Ignatius College all within walking distance to the south-east.

Leura Park Estate is located approximately 300 meters southwest of the site.

3.5 Farming (Northern) Precinct

The Farming Precinct is the land in the Jetty Road Stage 2 area located north of the Rail Trail.

The Farming Precinct consists of 5 titles and four landowners, and has a total area of 96.7 hectares. The precinct extends north to Port Phillip, south to the Rail Trail and Curlewis Golf Course and west to McDermott Road, which marks the western extent of the Drysdale/Clifton Springs settlement boundary. Land located further west is cleared farming zone land.

102-170 McDermott Road: 32.9ha in area with a variety of uses including cropping, vineyard and use as a function centre. The property contains a substantial dwelling and extensive ornate landscaping and planted native tree rows, near where the vineyard and reception building are located. The balance area located to the north is cleared farmland with remnant vegetation patches which extends to the Port Phillip Bay shore.

72-100 McDermott Road: this property is a small farming lot of 11.81ha in area and is used for grazing and cropping, and contains a small vineyard. The land contains a house and sheds and is bound by windrows on each boundary.

32-70 McDermott Road: 26.10 ha in area and made up of two individual lots (Lots 9 and 10 on LP10309), located to the north of Coriyule Road and east of McDermott Road. The land is described as predominantly vacant farmland with a shed located along the southern boundary. The land is cropped, undulating and naturally drains to the southwest and north-west. The high point is at the north-east corner where the planned subregional park will be located and the heritage listed “Coriyule” Homestead is located opposite at 1-69 McDermott Road.

91-125 Coriyule Road: this property is 25.89 ha in area of cleared farmland used for cropping and grazing. The land contains a single storey house surrounded by planted vegetation and planted windrows. A dam is located along the western boundary, and some scattered native vegetation (river redgums) are located along the north-eastern boundary. A single river redgum is also located at the south-eastern boundary of the land. The subject land is predominantly flat to the northern boundary and undulating to the south which forms the designated waterway through the land. The subject land adjoins Coriyule Road to the north which provides the primary access to the land.

3.6 Rural Living (Southern) Precinct

The rural living precinct is the subject land within Jetty Road Stage 2 and south of the Rail Trail. The land has an overall area of 52.745 hectares and is bound by the Rail Trail to the north, Portarlington Road to the south, Jetty Road and Hackwill Place to the east and Curlewis Golf Course to the west.

As shown on Figure 5, the precinct is made up of fifteen individual allotments most of which are typical rural residential lots containing a mix of dwelling types, sheds and outbuildings and planted trees and landscaped garden areas. Each property has its own access to either Jetty Road and Hackwill Place or Portarlington Road.

276-290 Jetty Road contains the Drysdale Community Church. The Church site also includes open grassed areas, car parking areas and a community garden.

There is a degraded designated waterway located diagonally across the precinct from south-east to north-west. Two former farm dams are present on the waterway, one native tree and some wetland native vegetation. There are also some scattered River Red Gum, Swamp Gum and Mana Gum trees in the precinct.

3.7 Drysdale Sports Precinct

Figure 3 below is an extract from Council’s Drysdale Sports Precinct Masterplan. The sports precinct is a staged development of significant outdoor recreation facilities for organised sport. The site will also act as a significant passive open space resource.

Figure 3: Council’s Drysdale Sports Precinct Masterplan



3.8 Drysdale By-Pass

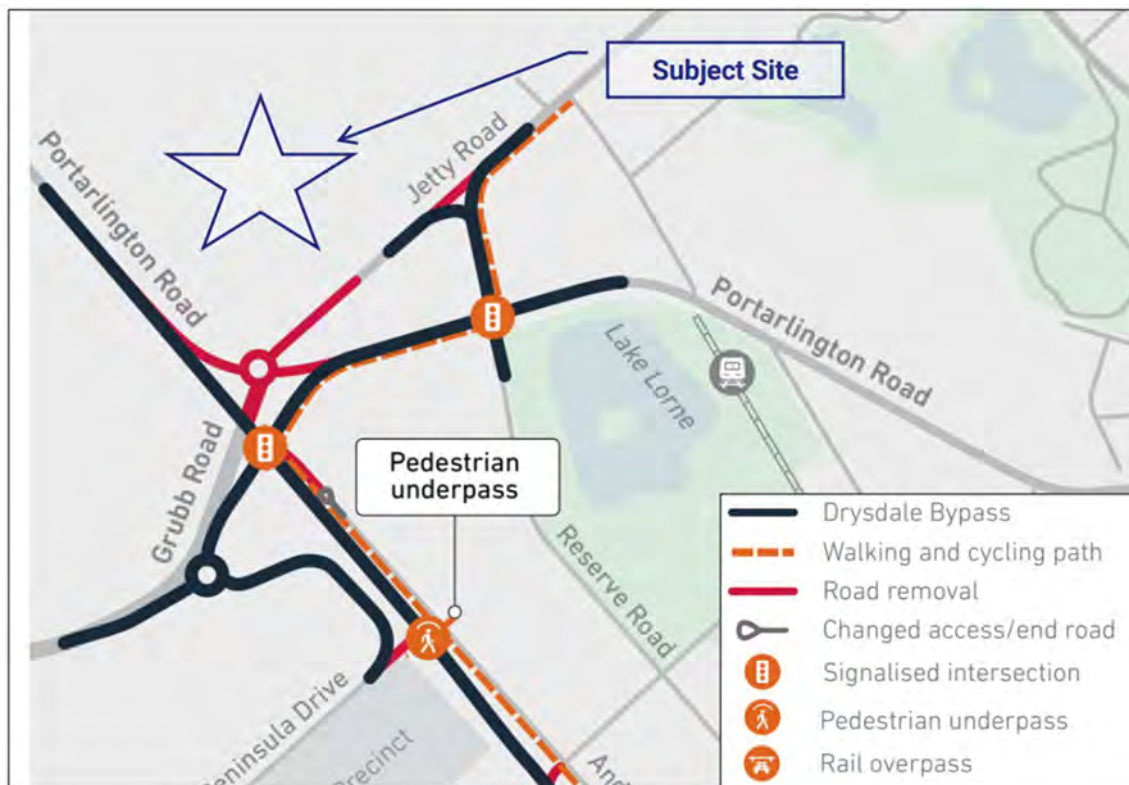
In recent years, the Department of Transport (DoT) completed the Drysdale By-Pass which facilitated the removal of through traffic from Drysdale, improving the amenity of the town.

Figure 4 below shows the concept for the adjustment of the road, because of the now completed Drysdale By-Pass. This image is extracted from the Traffix Group Report undertaken for this rezoning submission.

The Drysdale By-Pass works also changed the drainage regime upstream of the site, which has been incorporated into the surface water management strategy for the proposed rezoning.

As a consequence of the new access arrangements, no direct vehicle access is permitted from the land to the new Jetty Road itself, however, direct access to Hackwill Place is supportable as it has reverted to a local access street.

Figure 4: Intersection Works as a Result of the Drysdale By-Pass Project



4 Site Analysis

4.1 Introduction

The Jetty Road Stage 2 area contains 20 individual land titles spread over 149 hectares. The area can logically be categorised into two distinct precincts – a Rural Living Zone precinct south of the Bellarine Rail Trail and a Farming Zone precinct north of the Bellarine Rail Trail.

The subject land for this town planning report is the land south of the Rail Trail. The subject land is also located south of the first stage of the Jetty Road Growth Area, which is now almost completely developed.

As shown on Figure 5 below, the subject land contains fifteen (15) individual titles known by Council through past strategic planning work by the Property Reference Numbers indicated on Figure 5.

Figure 5: Site Boundary and Council's Property Reference Numbers



4.2 Site Title Particulars

The land included within the proposed Planning Scheme Amendment is formally described as shown in the table below. A copy of all relevant land titles for the land south of the Rail Trail which is subject to this submission can be found here: <https://spaces.hightail.com/receive/WKdPCPhGdD>

Address	Owner / Developer	Title	Total Area (Ha)	%
1421-1423 Portarlington Rd, Curlewis	Joyce Stabb	Vol.8501 Fol.901	17.914	33.96%
1421-1423 Portarlington Rd, Curlewis	Joyce Stabb	Vol.8414 Fol.301	4.403	8.35%
1421-1423 Portarlington Rd, Curlewis	Joyce Stabb	Vol.8158 Fol.910	4.344	8.24%
1425-1429 Portarlington Rd, Curlewis	Judith Scarrott	Vol.8262 Fol.852	1.759	3.33%
1431-1439 Portarlington Rd, Curlewis	Peter Laing & Tracey Lee	Vol.8294 Fol.381	2.027	3.84%
1441-1449 Portarlington Rd, Curlewis	Lindsay Crossley & Margaret Troy	Vol.10465 Fol.940	2.027	3.84%
1451-1459 Portarlington Rd, Curlewis	Super D'ment Holdings P/L	Vol.8231 Fol.957	2.027	3.84%
1421-1423 Portarlington Rd, Curlewis	Joyce Stabb	Vol.8158 Fol.910	2.027	3.84%
1471-1479 Portarlington Rd, Curlewis	Odell Darley	Vol.8139 Fol.187	2.027	3.84%
1481-1489 Portarlington Rd, Curlewis	Perrowood Pty Ltd	Vol.10280 Fol.609	3.616	6.86%
324-346 Jetty Rd, Curlewis	Perrowood Pty Ltd	Vol.2611 Fol.152	3.894	7.38%
312-322 Jetty Rd, Curlewis	Bruce & Fran Norton	Vol.10600 Fol.913	1.412	2.68%
302-310 Jetty Rd, Curlewis	Julie & Terry Begg, John & Joy Gurney	Vol.10600 Fol.912	1.626	3.08%
292-300 Jetty Rd, Curlewis	Neville Findlay	Vol.10600 Fol.911	1.626	3.08%
276-290 Jetty Rd, Curlewis	Drysdale Community Church	Vol.9820 Fol.625	2.016	3.82%
Total Area			52.745	100%

There are no notable features on the titles that are relevant for the proposed rezoning.

4.3 Site Analysis

Most of the land is currently used for low intensity agricultural purposes, including cropping and grazing, as well as for low density rural residential living as shown on Figure 6 below.

Figure 6: Site Analysis Plan



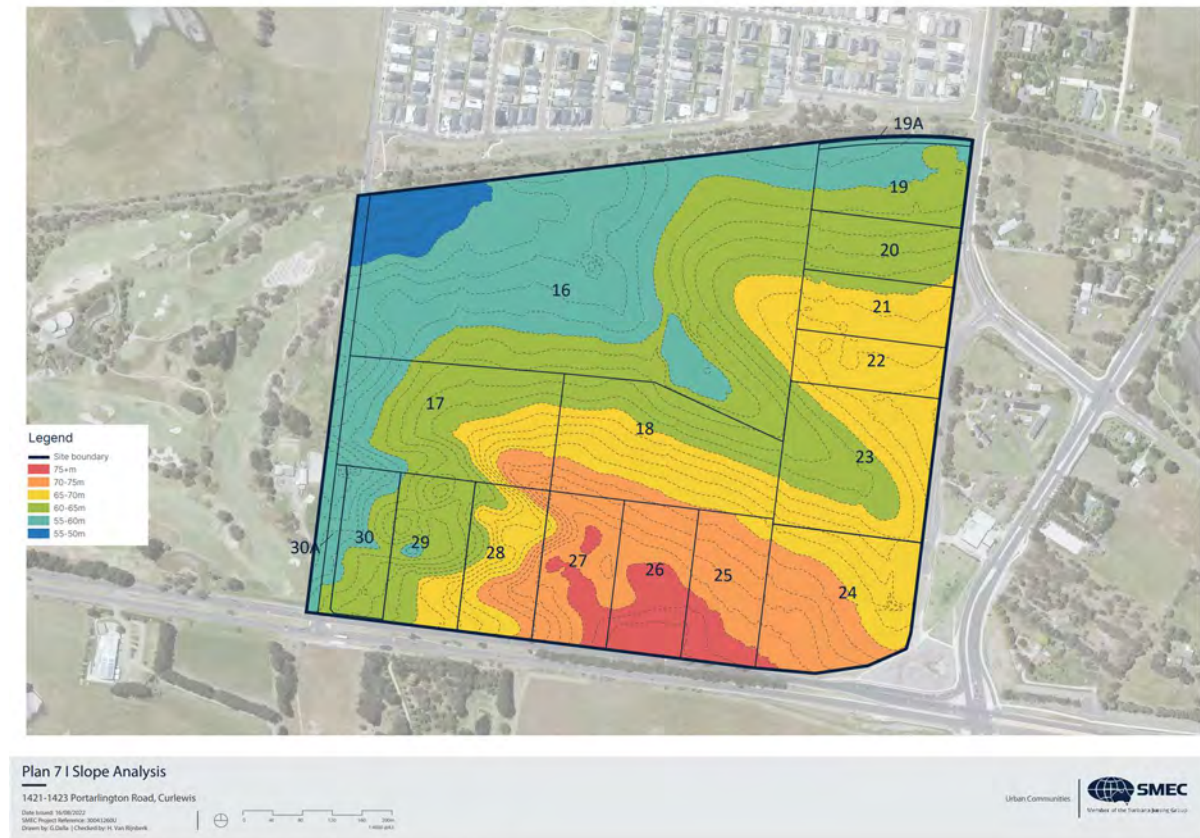
The key features of the site as shown on the site analysis plan include:

- Council has previously acquired property 30A and constructed the first carriageway of Tivoli Drive to provide a key road connection for the Jetty Road Growth Area.
- Portarlington Road forms the southern boundary of the land which carries relatively high traffic volumes.
- The Rail Trail forms the northern boundary and includes an existing shared path in an attractive treed setting, providing shade and character for the area.
- A small waterway in south-west discharges to golf course.
- A waterway which includes an existing farm dam drains most of the site to the Rail Trail reserve before discharging into the ocean further north and west.
- The high point on Portarlington Road has views north to the ocean.
- An existing church and related services are located on Property 19 with frontage to Jetty Road.
- There is limited native vegetation, including several remnant scattered trees.
- There is some limited planted native and exotic vegetation.

4.4 Slope Analysis

The land generally falls from southeast to north-west as shown on Figure 7 below.

Figure 7: Slope Analysis Plan



The key features of the site as shown on the slope analysis plan include:

- There is a highpoint in the south of the site along Portarlington Road centered on properties 25, 26 and 27. This land sits 75 to 80m above sea level and has vantage to the ocean which may increase its attraction to potential homebuyers.
- There is a secondary highpoint generally mid-way along Hackwill Place which also has vantage to the ocean, but at a lesser elevation with a height between 65m and 70m above sea level.
- The land generally falls to a valley floor that generally runs from the south-eastern corner of the site to the north-western corner. This natural waterway falls about 25m from the south-east to about 50m above sea level in the north-western corner.
- The slope gives the land an attractive undulating character and makes it easy to service and provides an interesting aspect for dwellings.
- The slope is generally moderate and easy to develop for housing without significant retaining walls to other earthworks

4.5 Existing Native Vegetation Analysis

The land is generally denuded of native vegetation. There are, however, some remnant native large old trees that can be retained in the new development.

Figure 8: Existing Vegetation Analysis Plan



A copy of the EHP native vegetation assessment can be found at:
<https://spaces.hightail.com/receive/wuuRpgjevZ>

The key features of the site as shown on Figure 8, the native vegetation analysis plan, include:

- There are four scattered large old remnant native trees.
- There are three scattered small old remnant native trees.
- There are several patches of planted native vegetation.
- There is some exotic vegetation, shrubs and windrows.
- The former farm dams contain some native vegetation that require removal to allow for the site to have urban constructed drainage.

The tree and dam vegetation are not able to be retained as a new constructed waterway is required to enable the conversion of the land to urban development.

4.6 Existing Exotic Vegetation Analysis

The land includes some exotic vegetation as shown on Figure 9 below.

Figure 9: Exotic Trees Analysis Plan



Two arborist reports have been undertaken for the land; these can be found at:

- Arborist Report: <https://spaces.hightail.com/receive/UoyXlcA0Ra>
- Additional Arborist Report: <https://spaces.hightail.com/receive/UoyXlcA0Ra>

The arborists' reports would be more relevant at the planning permit stage of the future developments. However, they provide details now for the health of all assessed trees.

The initial arborist report addressed trees within the site.

The additional arborist report addressed trees with the Rail Trail reserve and the Portarlington Road Reserve which had canopies which extend into the site.

4.7 Existing Hydrology Analysis

The existing conditions flood modelling report has been previously supplied to Council and can be found at: <https://spaces.hightail.com/receive/wnHfFLCTW9> . This work was later also verified by Water Technology in their report.

Figure 10: Existing Hydrology Analysis Plan



The key features of the site as shown on the existing hydrology analysis plan above include:

- The existing natural drainage path that traverses from the south-east to the north-west floods in a 1 in 100 year flood event.
- Outside of the existing dams / waterbodies, the flood depth is shallow at between 1cm and 20cm.
- There is also a shallow flood path through properties 29 and 30 that outfall into the golf course.

4.8 Land Contamination Analysis

An existing conditions land capability and land contamination report was undertaken for the project which can be found here: <https://spaces.hightail.com/receive/WDMYAXvOMV> . This assessment identified several areas of potential contamination that need to be addressed prior to development occurring. This Assessment was provided to meet Planning Practise Note 30 and the relevant Minister's Direction in force at the time the Amendment request was prepared and lodged with Council.

Subsequently, the Minister for Planning released an updated Minister's Direction No. 1 to provide guidance for rezoning of potentially contaminated land in August 2021. The Direction can be found here: [Microsoft Word - Ministerial Direction No. 1 Potentially contaminated land.docx \(planning.vic.gov.au\)](#)

The new Minister's Direction includes the following requirement to be met for residential development:

- *"In preparing an amendment which allows (whether or not subject to the grant of a permit) land to be used for a sensitive use, children's playground or secondary school a planning authority must:*
 - a) Satisfy itself whether or not the land, or parts of the land, are potentially contaminated.*
 - b) Where it has determined that the land is not potentially contaminated, state the determination in the amendment Explanatory Report.*
 - c) Where it has determined the land, or parts of the land, are potentially contaminated, must state the determination in the amendment Explanatory Report and satisfy itself that the environmental conditions of that land are or will be suitable for that use."*

The new Minister's Direction then directs how a planning authority must satisfy itself and provides that in accordance with clause 5(c) a planning authority must comply with either sub-clause (1), (2) or (3):

- 1) "Before it gives a copy or notice of the amendment under Section 17, 18 or 19 of the Act a planning authority must ensure that an environmental auditor has issued a preliminary risk screen assessment statement stating that an environmental audit is not required for sensitive uses, children's playgrounds and secondary schools allowed by the amendment.*
- 2) Before it gives a copy or notice of the amendment under Section 17, 18 or 19 of the Act a planning authority must ensure that an environmental auditor has issued an environmental audit statement stating that the land is suitable for sensitive uses, children's playgrounds and secondary schools allowed by the amendment.*
- 3) Where a planning authority determines that complying with subclause (1) or (2) is difficult or inappropriate it may defer the requirements of those subclauses provided the requirements are included in the amendment through the application of an Environmental Audit Overlay or other appropriate measure."*

The new Minister's Direction requires a planning authority to arrange for a preliminary risk screen assessment (PRSA) to be prepared for the land to determine whether an Environmental Audit is required. The main steps the Environmental Auditor undertakes in preparing a PRSA are:

- Develop a preliminary understanding of the local geology and hydrogeography.
- Identify any former potentially contaminating activities and potential sources of contamination that may have existed at the site.
- Define areas of environmental concern (if any) that may require further investigation.
- Develop a list of potential contaminants of concern.
- Obtain a preliminary understanding of the extent of contamination that may exist at the site, with regard to restrictions of the redevelopment to sensitive uses including residential use.
- Develop relative risk rankings based on potential contamination issues and hazards in accordance with Planning Practise Note 30.
- Make conclusions as to the likelihood of the presence of contaminated land in accordance with the EPA PRSA Guidelines.
- Determine if an environmental audit is required for any of the relevant titles or part thereof.
- If an environmental audit is required, recommend a scope of the environmental audit.

Only EPA appointed environmental auditors can perform PRSAs. Environmental consultants may be involved in the PRSA process through preparing assessment reports that are considered by the auditor in the PRSA. However, they do not have the authority to undertake a PRSA.

To address the new Minister's Direction a PRSA has now been undertaken for the land south of the Rail Trail. A copy of the PRSA can be found here: <https://spaces.hightail.com/receive/OUwy40oSwf> and it applies to the following properties:

- 1421 – 1423 Portarlinton Road, Curlewis, 3222
- 1451 – 1459 Portarlinton Road, Curlewis, 3222
- 1471 – 1479 Portarlinton Road, Curlewis, 3222
- 1481 – 1489 Portarlinton Road, Curlewis, 3222
- 2-8 Hackwill Place, Curlewis, 3222
- 12-18 Hackwill Place, Curlewis, 3222
- 20-40 Hackwill Place, Curlewis, 3222
- 292 – 300 Jetty Road, Curlewis, 3222

Five property owners did not agree to provide access to their land for the PRSA. These properties are identified uncoloured on Figure 11 below and include properties 19 and 19A ad also properties 28, 29 and 30. It is recommended that the DPO Schedule be drafted to ensure a PRSA is prepared for these properties in the future and where required an Environmental Audit undertaken as relevant.

Figure 11: PRSA Outcome Plan

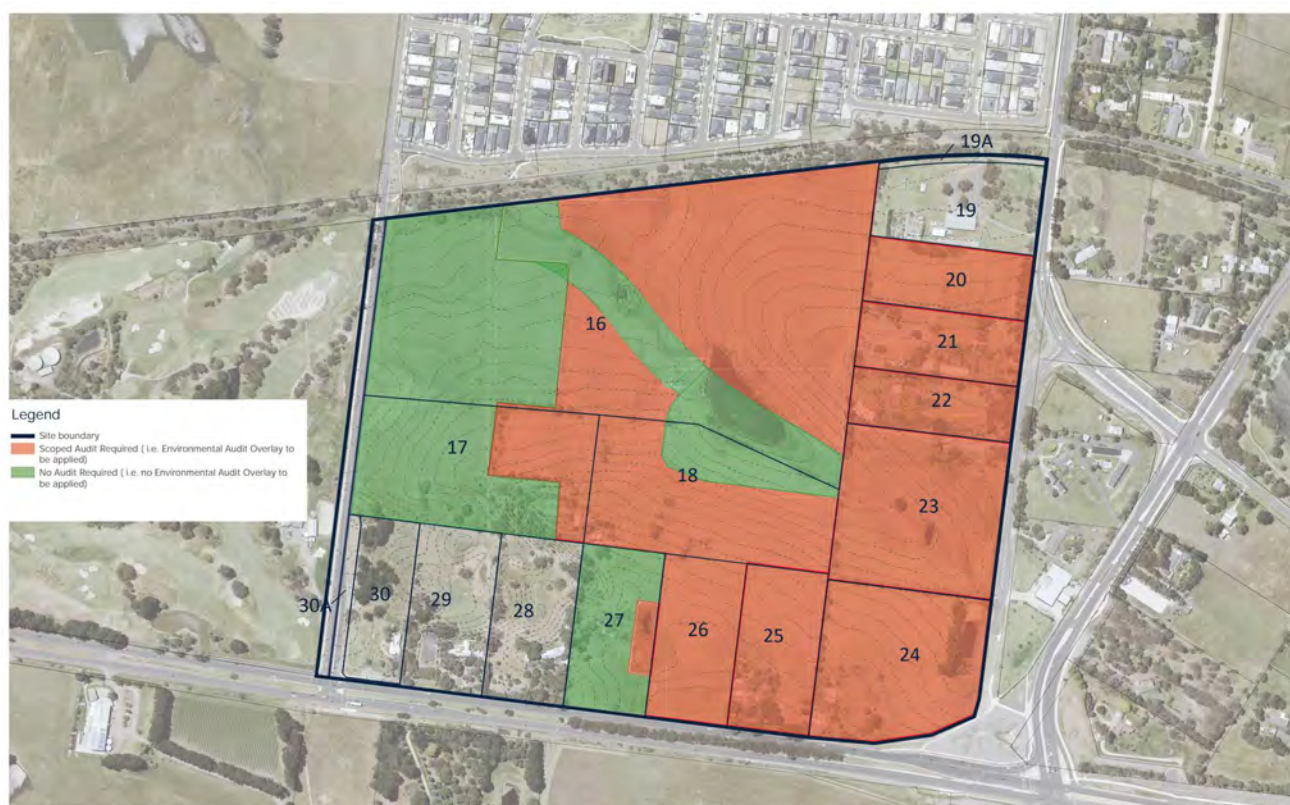


Figure 11 reflects the outcome of the PRSA, including:

- Areas marked red have been subject to the PRSA and the outcome is that an Environmental Audit is required.
- Areas marked green have been subject to the PRSA, and the outcome is that an Environmental Audit is not required.
- Areas marked not coloured, have not been subject to a PRSA as no access was provided. The Development Plan Overlay Schedule will need to require that a PRSA is required to be undertaken in the future prior to a planning permit being issued.

The PRSA report defines the scope of the Environmental Audit and the boundary of the proposed Environmental Audit Overlay to be applied by the proposed Amendment. As described in the revised Minister's Direction, at the conclusion of an Environmental Audit, the Auditor can issue an Environmental Audit Statement stating that the land is suitable for sensitive uses, children's playgrounds and secondary schools allowed by the amendment.

In terms of possible drafting, the VPA has developed wording for this in their recent Urban Growth Zone Schedules, for example in Craigieburn West as follows:

"For an application to use or subdivide land or construct a building or construct or carry out works for a sensitive use (residential use, child care centre, pre-school centre, primary school or children's playground) and ranked as 'Low to Moderate' and 'Moderate' Potential for Contamination and described in Table 2 must be accompanied by a Preliminary Risk Screen assessment in accordance with the Environment Protection Act 2017. The assessment must be issued stating that an environmental audit is not required for the application."

This wording is helpful, but does not address the following circumstances:

- There is no process for properties which were ranked as low to moderate to require a PRSA. All properties should be subject to be to be subject a PRSA undertaken by an Auditor.
- There is no process for properties which are subject to a PRSA and for which an Environmental Audit is required to be certified as clean for sensitive uses.

Recent EPA advice in relation to these issues is:

- *In accordance with PPN30, meeting an environmental audit requirement prior to amendment is preferred and therefore, EPA would support the completion of the Environmental Audit upfront.*
- *The application of the EAO may still be appropriate, depending on timing, and whether the audit statement precludes some sensitive land uses.*
- *EPA considers that Council could still progress the amendment, but clearly articulate in the explanatory report how Council intends to meet MD1, which may include deleting the EAO if the audit is completed prior to the approval of the amendment.*
- *Regarding deferral of audit system requirements by other means than the EAO:*

EPA refer directly to PPN30 (page 2) below:

"Where land has been determined to be potentially contaminated, but it is difficult or inappropriate to meet environmental audit system requirements at the amendment stage, the application of the Environmental Audit Overlay (EAO) to the land allows deferment of these requirements. The EAO is a mechanism provided in the VPP and planning schemes to ensure that requirements under Ministerial Direction No. 1 are met before the commencement of a sensitive use (or children's playground or secondary school), or the construction or carrying out of any buildings and works associated with those uses. Applying the overlay ensures the requirements will be met in the future but does not prevent the assessment and approval of a planning scheme amendment".

In addition, the application of the EAO provides transparency regarding the known likelihood that the land is potentially contaminated, and that a process under the environmental audit system will be required before the land is used or developed for a sensitive use, a secondary school or children's playground.

To effectively defer the environmental audit system requirements, the Schedule to the DDO would essentially need to replicate the requirements of the EAO or MD1. Given the EAO is a purpose built and established control, sufficient justification should be provided for deviating from the EAO.

An EAO is transparent and a clear unambiguous planning tool and includes the following requirement:

"45.03-1 Requirement

Before a sensitive use (residential use, child care centre, kindergarten, pre-school centre, primary school, even if ancillary to another use), children's playground or secondary school commences or before the construction or carrying out of buildings and works in association with these uses commences:

- *A preliminary risk screen assessment statement in accordance with the Environment Protection Act 2017 must be issued stating that an environmental audit is not required for the use or the proposed use; or*
- *An environmental audit statement under Part 8.3 of the Environment Protection Act 2017 must be issued stating that the land is suitable for the use or proposed use; or*

- *A certificate of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970; or*
- *A statement of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970 stating that the environmental conditions of the land are suitable for the use or proposed use.*

Exemption from requirement

The requirement for a preliminary risk screen assessment statement, an environmental audit statement, a certificate of environmental audit or a statement of environmental audit in this provision does not apply to the construction or carrying out of buildings and works if:

- *The buildings and works are associated with an existing sensitive use, secondary school or children's playground, included in Clause 62.02-1 or 62.02-2, and the soil is not disturbed;*
- *The buildings and works are required by the Environment Protection Authority or an environmental auditor appointed under the Environment Protection Act 2017 to make the site suitable for use; or*
- *The buildings and works are reasonably required by the environmental auditor appointed under the Environment Protection Act 2017 or the Environment Protection Act 1970 to undertake a preliminary risk screen assessment or environmental audit.*

In relation to the PRSA undertaken for the land south of the Rail Trail, it identifies the following potential contamination which are isolated to very specific parts of the site:

- A potential fill mound and a second potential fill area.
- An area of contaminated fill.
- Several underground fuel tanks.
- A burn pit, including suspected asbestos.
- Several areas of suspected asbestos.
- A sheep dip.

A wider area that is safe for a sensitive use, but which have pesticides is the soil which could impact a person who kept and consumed poultry over a period of time.

Some of the above contaminants are relatively easy, quick and inexpensive to clean up and it is likely that the proponent will arrange for those clean up works to be completed and certified as complete prior to the Amendment being adopted. Therefore, applying an EAO in the exhibited amendment may then require the EAO map to be amended prior to adoption of the final amendment which presents some process issues for the Amendment. While these issues may be manageable, it is not an ideal planning process. The EPA do encourage early clean up where feasible however.

It is understood that it is preferable to clean up a site as early as possible. However, the pesticide residue issue for poultry is best addressed when bulk earthworks are undertaken for the land as the soil can be relevant depth of soil stripped out and use used under roads or in other approved ways that present no risk of poultry coming into contact with the soil. These soils would not be located on lots and the process is required to be managed and certified through the construction process. This is possible as the soils are suitable for sensitive use where poultry is not present.

The issue with broad application of an EAO now is that once land is treated to be de-contaminated as part of the development process, the EAO continues to apply to the newly created residential lots. This would be confusing for potential lot purchasers and Council and the EPA can be asked multiple times by multiple purchasers about the implications of buying a lot subject to an EAO. This can impact authority resources, but for no public benefit.

In determining the best approach to setting planning controls for Jetty Road Stage 2 the following issues need to be considered:

- Some land has not yet been subject to a PRSA and so a requirement for these properties to undertake a PRSA is necessary.
- It is proposed that a single development plan be prepared for land south of the Rail Trail. It may not be possible to obtain owner permission to undertake a PRSA as part of the process to prepare a Development Plan and this was the experience with the recent PRSA process.
- Given this, the PRSA requirement should be formerly deferred to be no later than the time that a planning permit is lodged with Council.
- Given the earlier land contamination assessment did not consider there is a not a high risk of serious land contamination to be found on the properties that were not subject to the PRSA, there is not considered to be a material risk that these properties will be found to be undevelopable. Rather, they may require conventional and feasible treatment similar to the other properties that have been subject to the PRSA.
- Some land not yet subject to a PRSA, following the PRSA process, may need to be subject to an Environmental Audit due to the presence of contaminants in some form, including potentially around keeping poultry.
- Some land assessed under the existing PRSA can be cleaned up readily and at low cost and even prior to a planning permit application being lodged.
- Some of the land requiring an Audit, specifically around the poultry issue, can only be properly treated at part of the subdivision works.

Given these circumstances, the following drafting is proposed for the Development Plan Overlay Control:

“Conditions and Requirements for Permits

Satisfaction of Minister’s Direction Number 1 – Land Contamination

Land Requiring a Preliminary Risk Screen Assessment

A permit application for property 19, 19A, 28, 29 and 30 must be accompanied by a preliminary risk screen assessment statement in accordance with the Environment Protection Act 2017.

Land requiring treatment before a sensitive use can commence

A Planning permit must include the following condition, as relevant:

Before a sensitive use (residential use, child care centre, kindergarten, pre-school centre,

primary school, even if ancillary to another use), children's playground or secondary school commences or before the construction or carrying out of buildings and works in association with these uses commences:

- *A preliminary risk screen assessment statement in accordance with the Environment Protection Act 2017 must be issued stating that an environmental audit is not required for the use or the proposed use; or*
- *An environmental audit statement under Part 8.3 of the Environment Protection Act 2017 must be issued stating that the land is suitable for the use or proposed use; or*
- *A certificate of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970; or*
- *A statement of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970 stating that the environmental conditions of the land are suitable for the use or proposed use.*

Exemption from requirement to apply the above permit condition

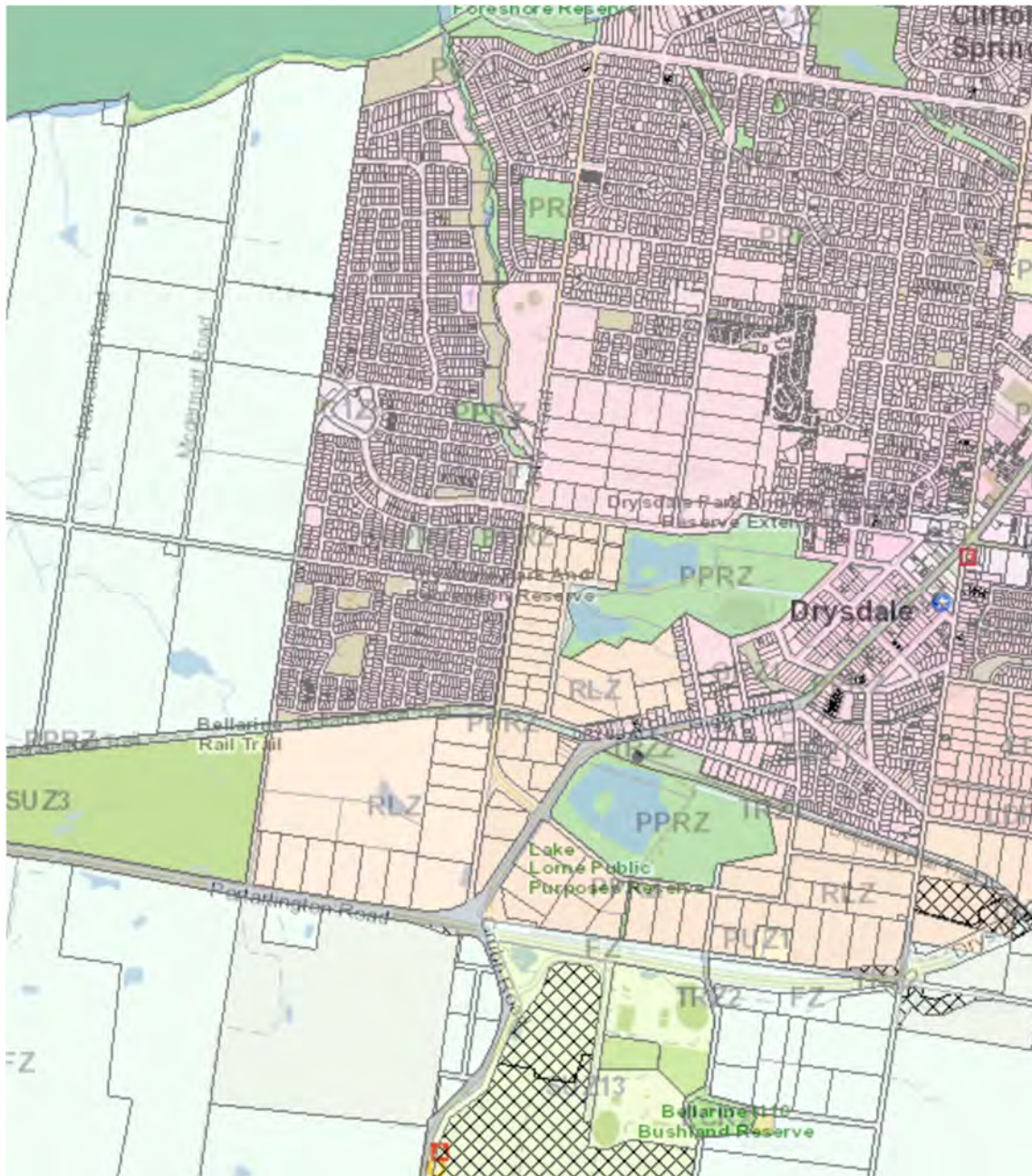
The requirement for a preliminary risk screen assessment statement, an environmental audit statement, a certificate of environmental audit or a statement of environmental audit in this provision does not apply to the construction or carrying out of buildings and works if:

- *The buildings and works are associated with an existing sensitive use, secondary school or children's playground, included in Clause 62.02-1 or 62.02-2, and the soil is not disturbed;*
- *The buildings and works are required by the Environment Protection Authority or an environmental auditor appointed under the Environment Protection Act 2017 to make the site suitable for use; or*
- *The buildings and works are reasonably required by the environmental auditor appointed under the Environment Protection Act 2017 or the Environment Protection Act 1970 to undertake a preliminary risk screen assessment or environmental audit.*

4.9 Existing Planning Controls

Figure 12 below provides a VicPlan extract of the current planning scheme zone for the land. The land is within a Rural Living Zone.

Figure 12: Existing Zoning Plan



The subject land and surrounding land to the east are included within the Rural Living Zone. The land to the north is included within the General Residential Zone. Land to the west is included within the Special Use Zone (Schedule 3) and land to the south is included within the Farming Zone. The subject land does not contain any overlays.

4.10 Existing Transport Infrastructure

Existing Road Network

Portarlington Road and Jetty Road are the main access roads to the site.

Portarlington Road is a dual carriageway with two traffic lanes on either side of a grassed and vegetated centre median. Portarlington Road is a Road Zone Category 1 Road.

Images of Portarlington Road from the Traffix Group Report are provided below.

Geelong-Portarlington Road, adjacent to the subject site, is presented at Figure 8 and Figure 9.



Figure 8: Geelong-Portarlington Road - view east



Figure 9: Geelong-Portarlington Road - view west

Jetty Road is a sealed road with grassed verges. It is aligned north- south between Bay Shore Avenue and Geelong-Portarlington Road (where it previously formed a T-Intersection). It has a single traffic lane in each direction.

Images of Jetty Road from the Traffix Group Report is provided below.



Figure 6: Jetty Road - view north

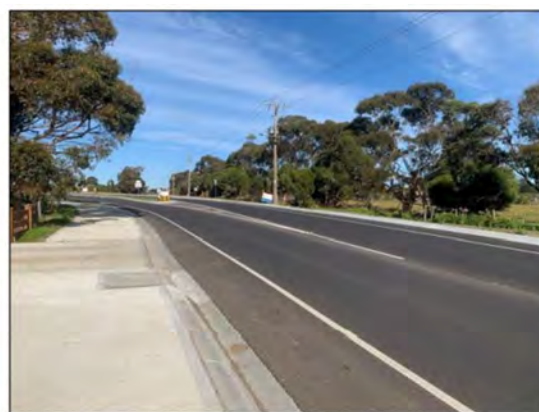


Figure 7: Jetty Road - view south

Images of Tivoli Drive which forms the western edge of the site from the Traffix Group Report are provided below.



Figure 3.2: Tivoli Drive looking south near Stanley Avenue



Figure 3.3: Tivoli Drive looking north near Stanley Avenue



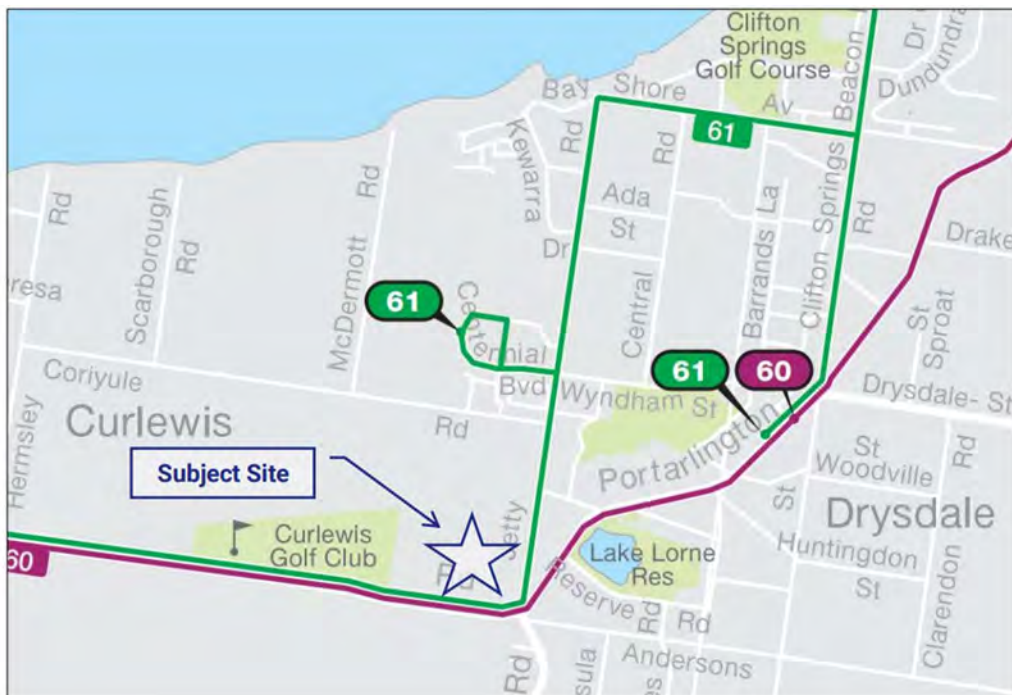
Existing Public Transport

The land has existing public transport access with the following bus routes operating as shown in Figure 13 below:

- Bus Route 60 which operates along Geelong-Portarlington Road to the south of the site. This provides a service between Geelong Railway Station and St Leonards via Portarlington.
- Bus Route 61 which operates along Geelong-Portarlington Road to the south of the site and Jetty Road to the east of the site. The route provides a service between Drysdale Railway Station and Queenscliff Railway Station as a tourist facility, on weekends and public holidays only.

Drysdale Railway station is located 550m walking distance to the east of the site.

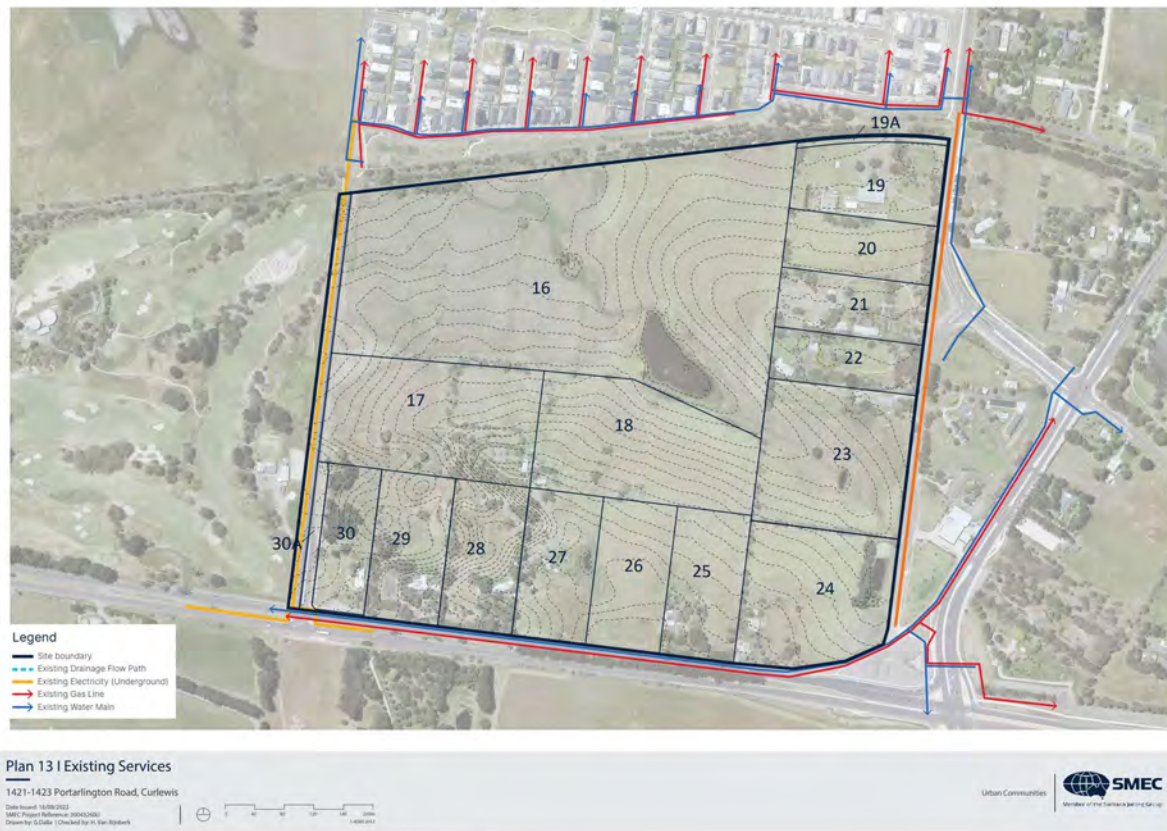
Figure 13: Extract from Traffix Group Report - Existing Bus Routes



4.11 Existing Services

Figure 14 below illustrates all existing services in vicinity of the land.

Figure 14: Existing Services Plan



The key features of the site as shown on the existing services plan include:

- Existing underground electricity is available on the eastern and western boundaries.
- An existing gas main is located in Portarlington Road and also servicing the development to the north of the Rail Trail.
- There is an existing water main in Portarlington Road, and also in Jetty Road.

The land is not currently serviced by sewer facilities. Sewer will need to be extended to the site to service the development.

5 Proposed Development

Overview

The proposed amendment will facilitate the transition of the land to urban purposes in accordance with the high-level outcomes sought under the Geelong Settlement Strategy (August 2020) and the Jetty Road Urban Growth Plan. The amendment of the planning scheme will facilitate the construction of approximately 700 dwellings south of the Rail Trail and a further 1,400 dwellings north of the Rail Trail. A general overview of the development is provided on Figure 15 below.

Figure 15: General Overview of Development



5.1 Development Summary

The concept layout is shown in Figure 15 above and in the supporting plans. The key elements include:

- Creation of about 700 residential lots of a variety of sizes and dimensions, ranging between 100m² and 800m² in area and achieving an overall density of 15 to 16 dwellings per net developable hectare.
- Primary access from the external road network is available from the two existing signalised intersections at Tivoli Drive and Jetty Road with Portarlington Road.
- Proposed early delivery of the ultimate treatment of Tivoli Drive such that Tivoli Drive will be upgraded before the first homes are occupied.
- Upgrade of the intersection of the existing signalized intersection of Tivoli Drive by extending the turn lane as set out in the proposed Development Contributions Plan (DCP) functional layout drawings provided by Traffix Group.
- Access is also available via local subdivisional roads intersecting with Hackwill Place.
- No direct property access is provided to Jetty Road.
- Delivery of a stormwater treatment wetland system as well as a constructed waterway reserve extending diagonally through the site.
- The waterway will be integrated into the design of the central park design so it can become an attractive green spine through the development.
- A shared path is proposed along the waterway parkland to provide a high amenity recreational and landscape asset to future residents. This path provides an efficient connection from the Rial Trail and from the new community to Drysdale Reserve.
- Provision of a central park providing access for residents within an easy 400m walking distance.
- A 10 m wide landscape reserve adjacent to Portarlington Road.
- A commitment of a minimum percentage of affordable and social housing will be made to meet the demonstrated needs of the local community.
- There is potential for non-residential uses in the southwest as outlined in section 5.4 below.

Because the land is in fragmented ownership, the rezoning is supported by planning controls to require the form of future use and development to be shown on a Development Plan, and for the levying of developer contributions to deliver shared infrastructure.

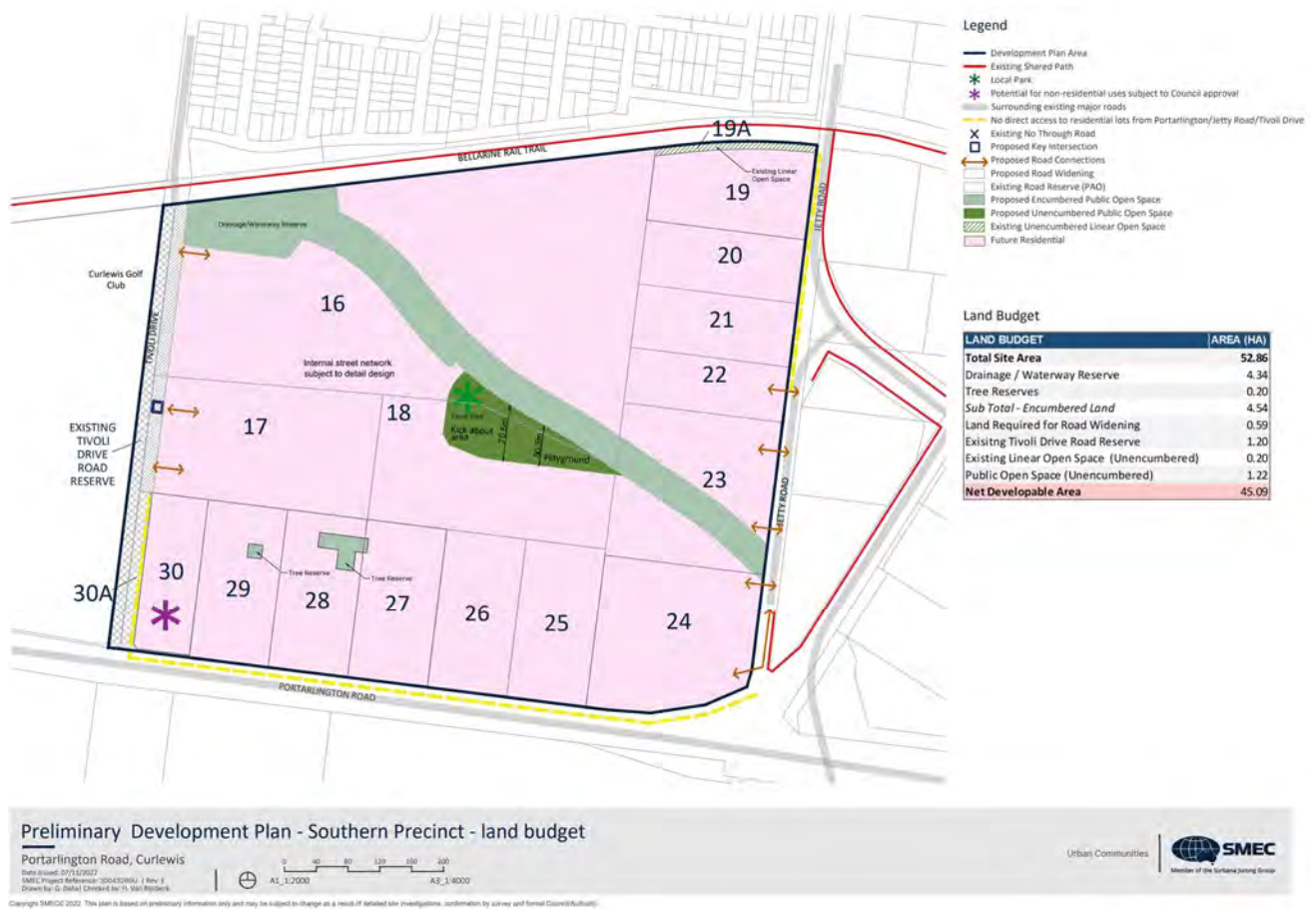
The planning controls are proposed to be structured to require early developer delivery of Tivoli Drive and Greenvale Drive north of the Rail Trail as one single construction project.

The amendment proposes to rezone the land to the General Residential Zone Schedule 1; apply a new Development Plan Overlay Schedule; apply a new Development Contributions Plan Overlay Schedule and to apply an Environment Audit Overlay to part of the land.

5.2 Land Budget

A land budget plan and summary are provided in Figure 16 below.

Figure 16: Land Budget Plan



The key features of the site as shown on the land budget plan include:

- Total site area of 52.86 hectares.
- A 4.34 wetland and waterway reserve.
- Encumbered tree protection reserves of 0.2 hectares.
- A central park of 1.22 hectares.
- An estimated net developable area of 45.09 hectares.

5.3 Potential Non-Residential Development

Discussions have occurred around a potential new convenience activity node on the southern part of the land adjacent to the Tivoli Drive and Portarlington Road intersection. One possible concept for the centre is shown in Figure 17 below.

Figure 17: One possible concept for a local convenience node at Tivoli Drive



Early discussions have occurred around a concept shown below that would include provision of local services comprising:

- Childcare centre.
- Medical centre.
- Service station.
- Quick service restaurant.

It is noted that the access conditions depicted are indicative and are subject to review by the road authorities. The final design of any such centre would be resolved through a future planning permit stage.

Provision of a childcare centre and a medical centre will provide important local services to service the new residential growth area. Being located on a bus route and at a highly accessible location will allow the services to draw their catchment from the wider settlement which will boost their viability.

The land could also be developed for conventional residential development.

6 Technical assessments

In preparing the amendment application, the developer group commissioned technical assessments to inform the future development layout and infrastructure requirements. Assessments were prepared for service infrastructure, flooding and stormwater drainage, public open space, traffic engineering, bushfire hazard, land contamination, native vegetation, planted trees, aboriginal cultural heritage and housing needs.

The urban servicing investigations confirm that Jetty Road Stage 2 can efficiently connect to all necessary infrastructure (i.e., water, sewer, gas, electricity, drainage, roads and telecommunications).

The details of the main technical reports prepared and a link to download them is provided below:

- Cultural heritage assessment: <https://spaces.hightail.com/receive/idnC5PVHVva>
- Native vegetation: <https://spaces.hightail.com/receive/wuuRpqjevZ>
- Bushfire: <https://spaces.hightail.com/receive/Y5JNJZgpRe>
- Traffic and transport: <https://spaces.hightail.com/receive/dyFAZmtdFK>
- Water management: <https://spaces.hightail.com/receive/Mf6tW3R6x2>
- Affordable and social housing: <https://spaces.hightail.com/receive/mgC038JXtm>
- Initial servicing report: <https://spaces.hightail.com/receive/h76nnF82Mh>
- Updated servicing report: <https://spaces.hightail.com/receive/NmDF0xiCjm>

Other reports prepared in support of the proposal also include:

- Preliminary Environmental Assessment: <https://spaces.hightail.com/receive/WDMYAXvOMV>
- Arborist Report: <https://spaces.hightail.com/receive/UoyXlcA0Ra>
- Additional Arborist Report: <https://spaces.hightail.com/receive/UoyXlcA0Ra>
- Preliminary Risk Screening Assessment (PRSA):
<https://spaces.hightail.com/receive/Mf6tW3R6x2>
- Existing Conditions Flood Modelling Report:
<https://spaces.hightail.com/receive/wnHfFLCTW9>

6.1 Cultural Heritage

An extract from the VicPlan cultural heritage layer is provided in Figure 18 below.

Figure 18: Cultural Heritage Values



Under the Aboriginal Heritage Act 2006, the Amendment land is found to be within an area of possible cultural heritage sensitivity and therefore a Cultural Heritage Management Plan (CHMP) is required prior to a planning permit being issued for development. APD have commenced preparation of a CHMP which is well advanced, and which will be completed in the coming months.

While a request to rezone land does not trigger a requirement to prepare a CHMP, subdivision permits cannot be issued until the Responsible Authority receives an approved CHMP. Permits must also be consistent with any approved CHMP. Further discussions with the Traditional Owners are proposed to consider how joint design can occur for the public realm. In preparing future open space landscape plans discussions and engagement with the WTOAC are proposed.

6.2 Native Vegetation

Figure 19 below shows the proposed native vegetation retention and removal.

Figure 19: Native Vegetation Retention and Removal



The key features of the proposed native vegetation outcome are:

- Retention of all exiting native trees, except for one tree that is within the proposed constructed waterway and wetland reserve. It is not possible to retain this tree due to the engineering requirements of constructing drainage facilities for the land.
- Protection of native trees within the adjacent Rail Trail reserve and the Portarlington Road reserve.
- Creation of a small, encumbered space for tree protection within the subdivision to protect existing native trees.
- Removal of planted native vegetation.
- Removal of the existing farm dam which cannot be incorporated into the waterway, and which cannot be safely incorporated into a public space.

The subdivision footprint has been designed as far as practicable to avoid and minimise the removal of native vegetation. Offsets required to compensate for the proposed native vegetation removal will be satisfied through the regulated system managed by the Department of Environment, Land, Water and Planning (DELWP). Where offsets are required for a DCP project, they will be put on the relevant project costing sheet. It is understood that no Commonwealth biodiversity approvals are required in order for the land to be developed.

6.3 Bushfire risk

The proposed subdivision layout responds to risk associated with grassfire, particularly in relation to the site's western, eastern and southern interfaces which are generally not designated for future urban development. A detailed bushfire strategy is provided in the report that can be found at: <https://spaces.hightail.com/receive/Y5JNJZgpRe> The key features of the bushfire strategy are illustrated on Figure 20 below.

Figure 20: Bushfire Strategy



The bushfire assessment found that new housing will meet relevant fire safety standards through application of a BAL rating of 12.5 with the only defendable space being the north side of the Portarlington Road reserve in the way it is presently and proposed to be managed. The proposed development design includes a 10m wide landscape space on the north side of Portarlington Road which will be managed by Council and will act to mitigate fire risk.

Any construction phase requirements are proposed to be confirmed to the satisfaction of the responsible authority through the preparation of a Construction Environmental Management Plan (CEMP). Planning permits are expected to include conditions to this effect as relevant.

6.4 Traffic and Transport

A detailed traffic strategy has been prepared by Traffix Group to support the conversion of the land to residential development. The relevant components of the strategy are illustrated in Figure 21 below.

Figure 21: Movement and Access Plan



The main features of the movement and access strategy include:

- The Bellarine Rail Trail reserve forms a key active transport spine.
- A shared path will be constructed on the west side of Jetty Road and Hackwill Place.
- A waterway active transport spine links to the major Drysdale Recreation Reserve.
- No development access from Portarlington Road, Jetty Road or Tivoli Drive within 100m of its intersection with Portarlington Road.
- An indirect east-west connection between Tivoli Drive and Jetty Road designed so it does not become an attractive through traffic route.
- Two road crossings of the waterway, one mid-block and one at Hackwill Place.
- A permeable street structure to boost walkability and make movement through the site logical, easy and efficient to move through.
- One sided streets to unencumbered open space, the waterway and Jetty Road to provide an attractive and safe interface.

A strategy to manage traffic through the existing service station between High Street and Hackwill Place will be adopted at functional design stage to avoid a rat run.

The main components of the active transport strategy are illustrated in Figure 22 below.

Figure 22: Active Transport Plan



The main features of the active transport strategy include:

- The Rail Trail provides a major east-west active transport corridor.
- Maintaining and strengthening of the Rail Trail spine by upgrade of the existing pedestrian operated traffic signals at the junction of the Rail Trail and Tivoli Drive.
- Provision of a shared path on the linear waterway parkland reserve connecting the Rail Trail to the Drysdale Major Recreation Reserve.
- Improvement of the cycle conditions along Tivoli Drive by provision of a median and cycle lanes in both directions.
- A walkable and connected grid of streets that provide good access to cycle lanes, shared paths, Rail Trail and to the waterway parkland.
- Streets orientated to connect to the waterway and the shared paths to provide multiple and permeable connections.

The main components of the public transport strategy are illustrated in Figure 23 below.

Figure 23: Public Transport Plan



The main features of the public transport strategy include:

- Provision of new bus stops along Tivoli Drive near the Rail Trail.
- Maintenance of existing bus stops to service existing bus routes.
- More than 98% of the new residential lots are within 400m walking distance of an existing or proposed bus stop.

There is no requirement for a bus capable road to traverse through the site.

6.5 Recommended External Road Upgrades

The Traffic Report concludes that the daily level of traffic that is estimated to be generated by the development area is not anticipated to exceed 15,000 vehicles per day on Tivoli Drive / Greenvale Drive. This level of traffic can be accommodated by the 31.3m and 32m wide Tivoli Drive cross sections.

The Traffic Report recommends the following external road network upgrades:

- Duplication of Tivoli Drive to implement the cross section forming part of the Jetty Road Growth Plan Infrastructure Assessment Reports.
- A roundabout at the intersection of Tivoli Drive / Greenvale Drive and Coriyule Drive which would result in no capacity issues and a low degree of saturation.
- The Portarlington Road intersection will function within acceptable operating conditions, provided the right turn lane is extended on the northern intersection leg as proposed for the DCP in Appendix E of the Traffic Group Report.
- The existing Greenvale Drive / Centennial Boulevard Intersection is proposed to be upgraded as proposed for the DCP in Appendix G of the Traffic Group Report.

6.6 Street Sections

Street sections for each street type expected in the development in Figure 24.

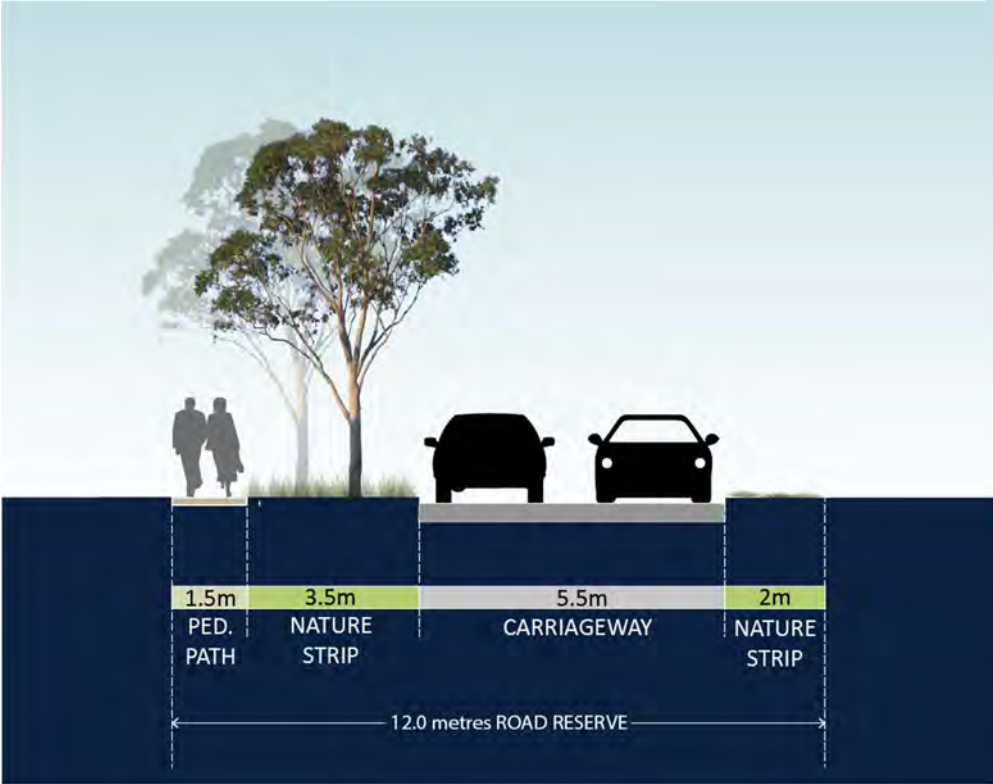
Figure 24: Proposed Street Sections



Entry Road



Service Road



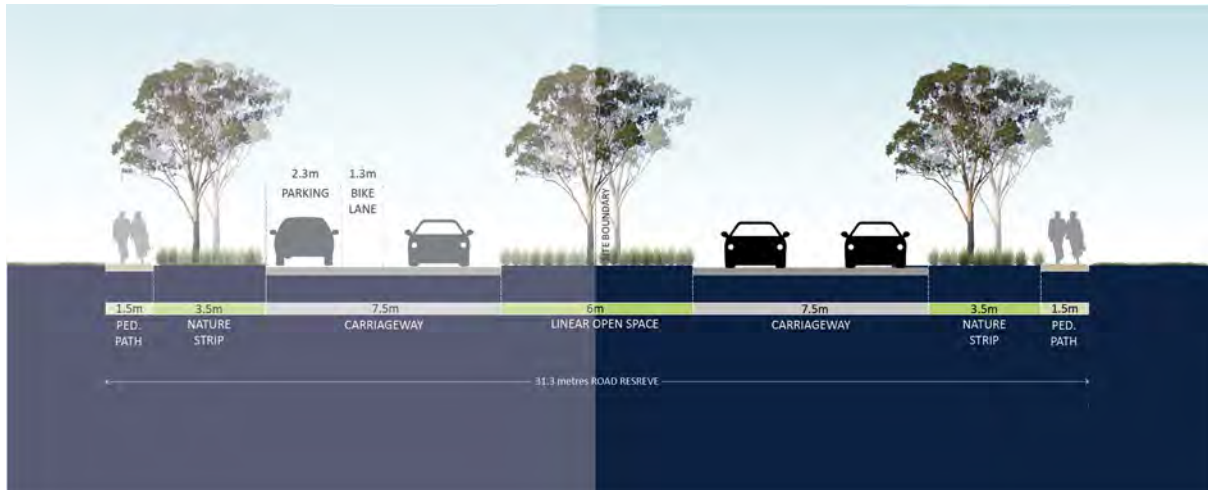
Portarlington Road Interface



16m Access Street



Tivoli Drive Interface South of the Rail Trail Adjacent to Golf Course



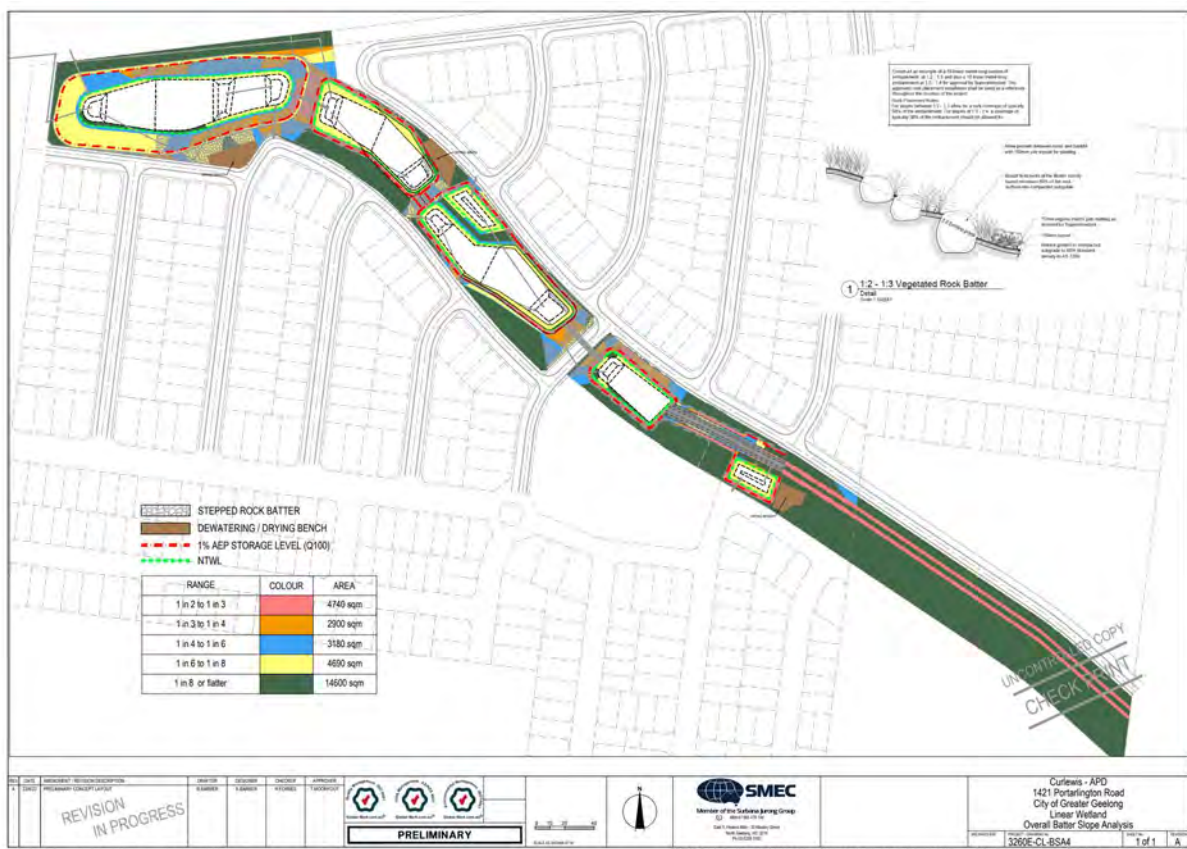
6.7 Water Management

A detailed surface water management report has been developed to support the rezoning and for a future development plan. A copy of the strategy can be found here:

<https://spaces.hightail.com/receive/j6KVYxBcsJ>

The spatial implementation and infrastructure requirements of the surface water management strategy are illustrated in Figure 25 below. The drainage DCP costs are based on this functional plan.

Figure 25: Surface Water Management Strategy Plan



The main feature of the plan is the constructed waterway that bisects the site on a diagonal linking from the Drysdale Major Recreation reserve to the western edge of the Rail Trail.

Following discussions with Council, a by-pass pipe was added which allows water flows from rain events to by-pass the waterway so that drainage assets can be taken offline to maintain or to be rejuvenated from time to time. A wetland is proposed in the western half of the waterway within a 50m reserve. To the east of the mid block road crossing the construed waterway is within a 40m wide reserve. These widths are consistent with the relevant Melbourne Water Guidelines which Council applies where relevant. The land surrounding the waterway is flatter than 1 in 6 and much flatter than 1 in 8 which allows for good integration and ease of maintenance and some use for passive recreation.

6.8 Open space

Figure 26 below is the open space plan. This can be read with the landscape concept plan prepared by SMEC and provided on the following pages.

Figure 26: Open Space Plan



The key features of the plan include:

- A central 1.2-hectare local park that is within a 400m easy walk for more than 95% of the future residents. The key features of the park design are:
 - A significant open kick about space in the wider western portion of the site.
 - Play and other key facilities in the centre of the site.
 - A strong connection with the waterway corridor to give the park a greater feeling of depth and character.
 - A linking shared trail from the Rail Trail to High Street / Portarlington Road.
- An encumbered waterway land that is required for water management assets.
- Encumbered native tree protection sites.

A landscape concept plan for the waterway and parkland is provided in Figure 28.

Figure 27: Landscape Concept Plan

1 Masterplan

1.1 Overall Plan

LEGEND





-  Normal Top Water Level (NTWL)
-  1 in 100 Year Flood Level
-  Shared Path (2.5m wide)
-  Secondary Pedestrian Path (1.5m wide)
-  Turf
-  Rocks
-  Wetland water body
-  Wetland Aquatic and Ephemeral Planting
-  Shrub / Grass Planting
-  Mulch / Decomposed granite paving
-  Benches



Figure 27: Overall Plan



Curlewis Wetland Park
Landscape Concept
Prepared for APD Projects

BMBC Internal Ref: [300423002]

25 November 2020

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CHARACTER IMAGES



Curlewis Wetland Park
Landscape Concept
Prepared for APD Projects

BMBC Internal Ref: [300423002]

25 November 2020

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1.2 Plan Part 1

LEGEND

- A** Main pedestrian and cycling shared path (2.5m wide) with potential to be linked to future development
- B** Drying Bench (Turf)

LEGEND

- Normal Top Water Level (NTWL)
- 1 in 100 Year Flood Level
- Shared Path (2.5m wide)
- Secondary Pedestrian Path (1.5m wide)
- Turf
- Rockwork by Civil
- Wetland water body
- Wetland Aquatic and Ephemeral Planting
- Shrub / Grass Planting
- Mulch / Decomposed granite paving
- Benches



Precedent of shared path

Curlew's Wetland Park Landscape Concept Prepare for APD Projects (MBC Internal Ref: [300423401]) 28 November 2022 8 | 16

1.3 Plan Part 2

LEGEND

- A** Main pedestrian and cycling shared path (2.5m wide)
- B** Village Green - Recreational lawn space
- C** Turf area with seating
- D** Potential shared path link across channel along existing road
- E** Drying Bench (Turf)
- F** Shelter with undercover barbecue and seating
- G** Playground with climbing structure with slides on turf mound
- H** Hammock in Gravel Pavement Under Trees
- I** Lawn with picnic tables under scattered trees
- J** Amphitheatre with stage
- K** Proposed bridge across wetland channel

LEGEND

- Normal Top Water Level (NTWL)
- 1 in 100 Year Flood Level
- Shared Path (2.5m wide)
- Secondary Pedestrian Path (1.5m wide)
- Turf
- Rockwork by Civil
- Wetland water body
- Wetland Aquatic and Ephemeral Planting
- Shrub / Grass Planting
- Mulch / Decomposed granite paving
- Benches



Precedent of pedestrian and cycling shared path



Precedent of a Village Green lawn area



Precedent of informal seating in grassed areas

Curlew's Wetland Park Landscape Concept Prepare for APD Projects (MBC Internal Ref: [300423401]) 28 November 2022 9 | 16

1.4 Plan Part 3

LEGEND

- A** Main pedestrian and cycling shared path (2.5m wide)
- B** Village Green - Recreational lawn space
- C** Turf area with seating
- D** Potential shared path link across channel along existing road
- E** Drying Bench (Turf)
- F** Shelter with undercover barbecue and seating
- G** Playground with climbing structure with slides on turf mound
- H** Hammock in Gravel Pavement Under Trees
- I** Lawn with picnic tables under scattered trees
- J** Amphitheatre with stage
- K** Proposed bridge across wetland channel

LEGEND

- Normal Top Water Level (NTWL)
- 1 in 100 Year Flood Level
- Shared Path (2.5m wide)
- Secondary Pedestrian Path (1.5m wide)
- Turf
- Rockwork by Civil
- Wetland water body
- Wetland Aquatic and Ephemeral Planting
- Shrub / Grass Planting
- Mulch / Decomposed granite paving
- Benches



Figure 6 - Plan Part 3

IMAC Interim Rev. [18042300.1]



Precedent of undercover barbecue facilities



Precedent of a climbing structure with slide



Precedent of Seating and picnic facilities



Amphitheatre with stage in Crocodile Park, Port Cook

Curren's Wetland Park
Landscape Concept
Prepare For AFD Projects

23 November 2022

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1.5 Plan Part 4

LEGEND

- A** Main pedestrian and cycling shared path (2.5m wide)
- B** Village Green - Recreational lawn space
- C** Turf area with seating
- D** Potential shared path link across channel along existing road
- E** Drying Bench (Turf)
- F** Shelter with undercover barbecue and seating
- G** Playground with climbing structure with slides on turf mound
- H** Hammock in Gravel Pavement Under Trees
- I** Lawn with picnic tables under scattered trees
- J** Amphitheatre with stage
- K** Proposed bridge across wetland channel

LEGEND

- Normal Top Water Level (NTWL)
- 1 in 100 Year Flood Level
- Shared Path (2.5m wide)
- Secondary Pedestrian Path (1.5m wide)
- Turf
- Rockwork by Civil
- Wetland water body
- Wetland Aquatic and Ephemeral Planting
- Shrub / Grass Planting
- Mulch / Decomposed granite paving
- Benches



Figure 7 - Plan Part 4

IMAC Interim Rev. [20042300.1]



Precedent of shared path



Pedestrian Bridge at The Grove Estate, Tarnet

Curren's Wetland Park
Landscape Concept
Prepare For AFD Projects

23 November 2022

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1.6 Open Space Areas & Dimensions



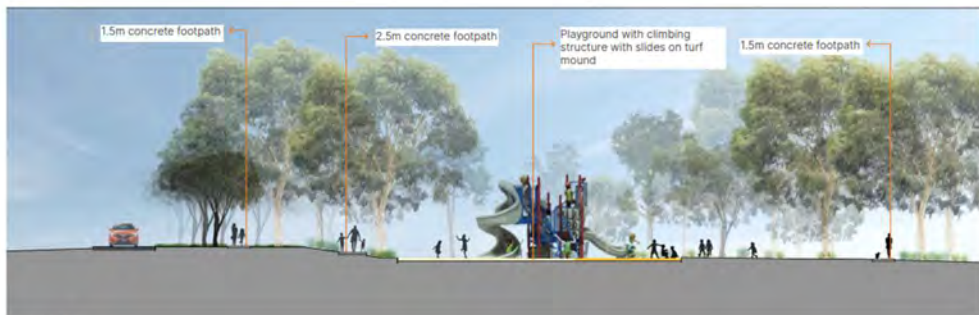
Culver's Wetland Park
Landscape Concept
Prepares for APD Projects

IMC Internal Ref: (200429601)

25 November 2022

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1.7 Open Space Section



SECTION AA



Culver's Wetland Park
Landscape Concept
Prepares for APD Projects

IMC Internal Ref: (200429601)

25 November 2022

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1.8 Shared Paths Network - DCP Items



PATH NETWORK AND CONNECTION



Figure 2: Path Network and Connection

6.9 Affordable and Social Housing

Urbis Affordable and Social Housing Report

Urbis have undertaken an affordable and social housing needs assessment for the Jetty Road Stage 2 rezoning area which can be found at: <https://spaces.hightail.com/receive/mgC038JXtm>

The Planning and Environment Act provides a definition of demographic groups that should be targeted for affordable housing, based on household type and income bands. Urbis have identified these incomes as shown in Figure 28 below.

Figure 28: Planning and Environment Act Income Definitions, from Urbis Report

Household Type >		Single	Couple	Family
Very Low	Minimum	\$0	\$0	\$0
	Maximum	\$19,090	\$28,640	\$40,090
Low	Minimum	\$19,091	\$28,641	\$40,091
	Maximum	\$30,551	\$45,820	\$64,150
Moderate	Minimum	\$30,551	\$45,821	\$64,151
	Maximum	\$45,820	\$68,730	\$96,220

In taking these definitions, Urbis has analysed their capacity to afford purchase prices in line with servicing a mortgage at today's benchmark rates within 30% of their household income – or alternatively the value of weekly rental payments they can afford within 30% of their household income – to access the housing they need.

Figure 29 below translates the income bands into a maximum supportable purchase price or rent for each group. Delivering housing for purchase or rent within these rates would be affordable under the definitions provided in the Planning and Environment Act.

Figure 29: Affordable Housing Price Points in Clifton Springs, from Urbis Report

	Income Band	No. Households in Clifton Springs SA2 (2016)	Affordable Price	Affordable Rent
Single	Very Low	61	\$142,200	\$110
	Low	140	\$227,600	\$176
	Moderate	15	\$341,300	\$264
Couple	Very Low	32	\$213,300	\$165
	Low	41	\$341,300	\$264
	Moderate	132	\$511,900	\$397
Family	Very Low	189	\$298,600	\$231
	Low	204	\$477,800	\$370
	Moderate	295	\$716,700	\$555

Urbis have provided the matrix in Figure 30 below showing affordable income ranges against house and unit sales prices for Clifton Springs. This shows supportable prices against the income definitions in the Planning and Environment Act and shows what level of discount there would have to be to equate to the maximum price that a household could afford using the 30% income threshold. Most households need a discount from the median price. The higher range of family and couple incomes in the moderate range can afford the median price, other lower income categories cannot.

Figure 30: Affordable Prices Relative to Market Prices, from Urbis Report

Required Price Discount for Houses													
Household Type >		Single				Couple				Family			
Income Band	Location in Band	Affordable Monthly Mortgage Payment	Resultant Affordable Price	House Median Market Price	Required Discount on Market Price	Affordable Monthly Mortgage Payment	Resultant Affordable Price	House Median Market Price	Required Discount on Market Price	Affordable Monthly Mortgage Payment	Resultant Affordable Price	House Median Market Price	Required Discount on Market Price
Very Low	Median	\$239	\$71,100		90%	\$358	\$106,700		85%	\$501	\$149,300		79%
	Maximum	\$477	\$142,200		80%	\$716	\$213,300		70%	\$1,002	\$298,600		58%
Low	Median	\$621	\$184,900	\$706,400	74%	\$931	\$277,300	\$706,400	61%	\$1,303	\$388,200	\$706,400	45%
	Maximum	\$764	\$227,600		68%	\$1,146	\$341,300		52%	\$1,604	\$477,800		32%
Moderate	Median	\$955	\$284,500		60%	\$1,432	\$426,700		40%	\$2,005	\$597,300		15%
	Maximum	\$1,146	\$341,300		52%	\$1,718	\$511,900		28%	\$2,406	\$716,700		0%

Required Price Discount for Units													
Household Type >		Single				Couple				Family			
Income Band	Location in Band	Affordable Monthly Mortgage Payment	Resultant Affordable Price	Unit Median Market Price	Required Discount on Market Price	Affordable Monthly Mortgage Payment	Resultant Affordable Price	Unit Median Market Price	Required Discount on Market Price	Affordable Monthly Mortgage Payment	Resultant Affordable Price	Unit Median Market Price	Required Discount on Market Price
Very Low	Median	\$239	\$71,100		85%	\$358	\$106,700		77%	\$501	\$149,300		68%
	Maximum	\$477	\$142,200		70%	\$716	\$213,300		54%	\$1,002	\$298,600		36%
Low	Median	\$621	\$184,900	\$468,100	60%	\$931	\$277,300	\$468,100	41%	\$1,303	\$388,200	\$468,100	17%
	Maximum	\$764	\$227,600		51%	\$1,146	\$341,300		27%	\$1,604	\$477,800		0%
Moderate	Median	\$955	\$284,500		39%	\$1,432	\$426,700		9%	\$2,005	\$597,300		0%
	Maximum	\$1,146	\$341,300		27%	\$1,718	\$511,900		0%	\$2,406	\$716,700		0%

Affordable Prices are calculated using 30% of the respective eligible income bands against a loan to value ratio of 85% for a 360-month loan that is at a rate of 2.5% for the entirety of the loan (this is a weighted average of 2.81% consisting of a 3yr fixed interest rate for an owner occupier loan, and a 2.46% variable rate for an owner occupier loan from the RBA as at April 2022). Source: RBA; Pricerfinder; Urbis

Affordable pricing within a 30% discount to median.

Housing Diversity & Affordability Report - Jetty Road Page 30

One way for the market to provide more affordable housing is to supply smaller product that sits at a price point well below the median – making it more affordable. Small townhouse product and units expand affordability considerably.

Figure 31 below shows product type development in the last 5 years. It is evident that there has been some development of 1 and 2 bedroom stock in Clifton Springs. Effort to increase this trend through development in Jetty Road Stage 2 can consolidate this trend.

Figure 31: Clifton Springs - New Development Product Type, from Urbis Report

Typology	Proportion as at Census 2016	Recent Completions (2016 - 2022)	Current Proportion	Change
1-bed	0%	10%	3%	+3% (+186)
2-bed	11%	40%	19%	+7% (+768)
3-bed	55%	36%	50%	-5% (+696)
4-bed+	33%	15%	28%	-5% (+294)

Source: Pricerfinder, Developers, Agencies; Urbis

The Urbis report generally discusses the following key issues for consideration:

- Generally adding more homes to Greater Geelong will assist to meet demand and therefore provide downward pressure on prices and rents compared to the outcome if new homes are not created.
- Council's Social Housing Plan identifies that the Clifton Spring market demonstrates a relatively lower level of need for social and affordable housing (5%) than many other areas of Greater Geelong.
- Council's Social Housing Plan recognizes that very-low income households are likely to require proximity to public transport, health services, social support and other key amenities. These amenities are generally located in and near the Geelong CBD or other well serviced hubs near the Geelong CBD.
- Existing housing stock in Clifton Springs is heavily skewed to low density detached housing. There is limited choice for people seeking an apartment, townhouse or small lot product. Increasing the proportion of new housing of these more affordable types can assist to meet the needs of moderate and lower income persons and households.
- A greater price or rental subsidy would be required to support very low or low income households compared to moderate income households. Therefore, overall, targeting of lower and moderate income households in Curlewis will mean that more families can be provided with assistance for their accommodation. Or as Urbis put it:

Given this affordability and viability spectrum, it is important to consider the extent of local need and where Jetty Road can make an appropriate and meaningful contribution to affordable housing.

City of Greater Geelong Social Housing Plan

The City of Greater Geelong Social Housing Plan is ambitious, for example it:

- Sets a goal of 10% of all housing as social housing by 2041.
- Has a growth target of 13,500 social housing dwellings over 20 years.
- Implies an average of 675 new social housing dwellings per annum – an investment of approximately \$235M per annum for 20 years.
- Recognises that this level of housing growth is beyond capacity of Council and seeks support and funding of State government.
- The scale required is 3-4 times the growth of the biggest Community Housing Organisations in the State.
- Implementation therefore demands a special purpose housing development and management agency dedicated to the City with the full support of all key stakeholders.
- Failure to create a 'housing agency' will lead to failure to implement the plan – revert to ad hoc one-off projects through small scale uncoordinated initiatives of diverse welfare agencies.
- Seeks contributions from the development sector to be negotiated at the permit or rezoning stage.

Council’s Website explains the benefits that social housing can provide, including:

- Improved access to secure housing and greater security of tenure.
- Greater housing stability, providing a secure basis from which to access employment, education, and community services.
- An enhanced quality of life, including improved health and welfare.
- A reduction in homelessness.
- A reduction in demand for services for people experiencing homelessness.
- Access to support services for social housing tenants, which are designed to help stabilise tenancies.

Council provides the principles in Figure 32 below for considering social housing outcomes.

Figure 32: Principles for consideration in developing social housing outcomes

Parameter	Principle	Issues
Location	Housing should be located in reasonable proximity to the range of services the resident requires including retail, education, health, employment and transport.	Most low income households are reliant on public transport and therefore locations close to train stations and bus stops and which are in walking distance to local shops is important.
Design	Housing should be designed to provide adequate space and amenity to minimise anxiety.	Overcrowding is linked to mental health issues and family violence. For single people small homes may be appropriate but if dependent on shared living spaces may be counterproductive to mental health.
Amenity	Housing for low income households should not be too dissimilar in appearance to typical housing in the immediate neighbourhood.	Low income households should not be stigmatised by their housing having a much lower amenity than neighbouring housing as this can lead to social isolation.
Form	Housing should be provided in a form which matches the life stage and amenity required by the	High density housing will be suitable for smaller households and those with pre-school age children provided there are recreational areas close by but are

Parameter	Principle	Issues
	household.	unlikely to be appropriate for larger families with school age children.
Integration	Housing should offer the potential to live in a community that is stable, supportive and safe.	Positive relationships with neighbours and sharing common interests with some neighbours can contribute to a sense of belonging and inclusion and enhance community sustainability.
Affordability	Housing should be provided at a cost to the household that does not leave them with insufficient income to meet the other basics of life such as food, clothing, utilities, medical and education costs.	This principle is well defined with the commonly accepted definition being that household costs should not exceed 30% of income for those households in the Very Low, Low and Moderate incomes categories.
Sustainability	Housing should be designed so that the costs associated with living in the dwelling such as utilities and maintenance are minimised.	The cost of construction is often reduced through the use of lower cost materials however these may result in an increase in maintenance costs over time (undermining long term viability for the provider) and/or a reduction in environmental efficiency/ energy (increasing the living costs for the resident).
Support	Housing should be linked to support services which are appropriate to household members and which enable them to maintain a stable tenancy.	Secure and affordable housing will automatically contribute to housing stability however some people such as those with significant physical disabilities and people with acute mental health problems may require ongoing or periodic professional support to assist them maintain their accommodation.

Figure 33 provides principles that could be addressed in future Development Plans for Jetty Road Stage 2.

Homes Victoria

Homes Victoria has a range of programs and actions underway that are relevant for Jetty Road Stage 2, including for example:

- Creating a 10-Year Strategy for Social and Affordable Housing sets a vision for all Victorians to have access to safe, affordable and appropriate housing in the right locations. This strategy is under development at the moment.
- Homes Victoria is investing \$1.38 billion in housing projects led by community housing providers through the Victorian Government's Social Housing Growth Fund.
- Homes Victoria is delivering housing through a Ground Lease Model. Through a partnerships approach, public land will be leased from Homes Victoria to a not-for-profit project group that will finance, design and construct new housing. The community housing agency provides tenant management along with site management and maintenance for 40 years, before handing the land, and all dwellings, back to Homes Victoria.
- As part of the Big Housing Build, Homes Victoria is investing \$948 million to deliver over 1800 more social and affordable homes. We're partnering with landowners, builders and developers across Victoria to boost social and affordable housing supply.
- A shared equity scheme for eligible homebuyers so they can receive a contribution of up to 25% towards the purchase price of their property, reducing their minimum required deposit to 5% and avoiding the need to pay Lenders Mortgage Insurance.

In recent discussions, Homes Victoria advised that there is a strong demand across the board throughout Victorian communities for additional one and two bedroom households. Homes Victoria advised that this is an area where the private development market can be encouraged to respond to help target affordable housing.

Planning Response South of the Rail Trail

In accordance with state planning objectives set out in the Planning and Environment Act 1987 and in the Greater Geelong Planning Scheme, it is proposed to facilitate provision of affordable housing via a Voluntary Affordable Housing Agreement with the Responsible Authority pursuant to Section 173 of the Planning and Environment Act 1987.

A detailed proposal for the provision of social and affordable housing has been tabled with Council and can be found here: <https://spaces.hightail.com/receive/fsl7EZOxzt>

Further discussions will be held with Council to resolve an agreed position.

6.10 Small Lot Housing Code (SLHC)

Majority of new houses built in Geelong's growth areas are large, detached family homes. While this housing suits many families, there is a need to also support housing choices for increasing numbers of smaller families, single person households, aged housing needs, and affordability.

More affordable private housing is typically provided on lots less than 300 square metres in size. However, a planning permit is required to construct a dwelling on a lot less than 300 square metres in size, unless the lot is in an area where the SLHC applies. The SLHC normally only applies to land subject to a PSP in the Urban Growth Zone.

This is a major disincentive for developers and builders to offer small lot product where the SLHC does not apply as the planning permit requirement adds considerable risk and uncertainty to project delivery, the land sales and production process.

The State Government is expanding the SLHC to respond to the National Construction Code and to introduce a new Type C Lot that will facilitate the delivery of dwellings on lots between 60 and 150sqm.

We propose that the Small Lot Housing Code be applied to Jetty Road Stage 2 by applying a Specific Control Overlay to incorporate the following text into the scheme:

***City of Greater Geelong Jetty Road Growth Area Stage 2
Incorporated Document October 2022***

1.0 Introduction

This document is an incorporated document in the schedule to Clause 45.12 and Clause 71.04 of the Greater Geelong Planning Scheme pursuant to section 6(2)(j) of the Planning and Environment Act 1987.

2.0 Purpose and Interpretation

The purpose of this incorporated document is to allow one dwelling on a lot less than 300 square metres to be developed without a planning permit provided it complies with the Small Lot Housing Code.

All provisions of the Greater Geelong Planning Scheme apply to the land described in Clause 3 of this document except as specified at Clause 4 of this document.

In the event of any inconsistency between this document and another provision of the Greater Geelong Planning Scheme the provisions of this document will prevail to the extent of the inconsistency.

3.0 Land to which this incorporated document applies

The provisions of this incorporated document apply to the land shown as SCO1 on the Planning Scheme Maps. If land shown as SCO1 is not zoned General Residential Zone, the provisions of this incorporated document do not apply.

4.0 Dwellings on a lot less than 300 square metres

Despite any provision to the contrary in the Planning Scheme, a permit is not required to construct or extend one dwelling on a lot with an area less than 300 square metres where a site is identified as a lot to be assessed against the Small Lot Housing Code via a restriction on title, and it complies with the Small Lot Housing Code incorporated pursuant to Clause 72.04 of the Greater Geelong Planning Scheme.

5.0 Expiry

This incorporated document does not expire.

Discussions are proposed with DELWP and Council to confirm the most appropriate mechanism to apply the Code.

7 Staging and Infrastructure Delivery

7.1 Staging

Figure 33: provides an indicative staging plan.

Figure 33: Indicative Staging Plan



The main features of the staging plan are that the first stage of development provides:

- The early delivery of the ultimate form of Tivoli Drive.
- The early delivery of the wetland and drainage outfalls adjacent to Tivoli Drive.
- The early delivery of the entry road and central park to service the wider area.

Early delivery of these major infrastructure projects will allow for the balance of the development to be progressively developed in a orderly and serviced maner.

7.2 Gas Free Development

It is proposed that the development of land south of the Rail Trail be gas free. Provision as such would be supported in the Development Plan Overlay Schedule. This requirement can also then be addressed through the Development Plan approval process.

The State Government recently approved Amendment VC221 changes the VPP and all planning schemes in Victoria by facilitating all-electric developments to support implementation of Victoria’s Climate Change Strategy 2021 and Gas Substitution Roadmap 2022. The amendment changes the VPP and all planning schemes by amending clauses that require developments to be connected to reticulated gas and amending the referral requirements.

7.3 Servicing

The below table summarises the servicing strategy for the proposed subdivision which is explained in detail in the following SMEC Report: <https://spaces.hightail.com/receive/NmDF0xiCjm>

Service	Strategy
Sewer Barwon Water	Extend a new sewer from the north side of the rail trail south into the site.
Potable Water Barwon Water	Extend water mains form Jetty Road in the east and Tivoli Drive in the west into the site in step with development. The higher land would be serviced from the water main in the Portarlinton Road.
Recycled Water Barwon Water	Not currently proposed to be provided by Barwon Water.
Electricity Powercor	Can be extended into the site form each external road frontage.
Gas APA Gas Networks	No gas is to be provided.
Telecommunications	Can be extended into the site form each external road frontage.

Figure 34: illustrates the service extensions into the site. It is noted that the final location of services will be designed by the relevant developer to the satisfaction of each service authority.

Figure 34: Service Extension Plan



7.4 Development Contributions Plan

A Jetty Road Urban Growth Plan Stage 1 DCP applied to the Stage 1 land only, identifying the infrastructure items that Stage 1 landowners were to contribute to. Some infrastructure items identified in the Stage 1 DCP are to be funded by both Stage 1 and Stage 2 landowners.

The Stage 1 DCP identified the infrastructure items to be partly funded by Stage 2 landowners infrastructure contributions as follows:

- Intersection North South Collector Road Part A and Portarlinton Road (completed).
- Intersection North South Collector Road Part B and East West Collector Road (not completed).
- Pedestrian crossing over Griggs Creek to Clifton Springs Primary School (completed).
- Pedestrian crossing over Griggs Creek to Jetty Road Reserve (completed).
- Pedestrian crossing at Bellarine Rail Trail and North South Collector Road (completed, however it needs to be upgraded to suit the Tivoli Drive duplication).
- Griggs Creek - Rehabilitation and revegetation (completed).
- Griggs Creek - Landscaping and improvements (completed).
- Sub-Regional Park - Improvements (not completed).

- Foreshore Reserve - Improvements (Stage 1 completed Stage 2 not completed).
- Community Hub - Land acquisition (completed).
- Community Hub - Construction (not completed).

Items identified above that have not been completed are being scoped by Council and quantity surveyed to ensure the Stage 2 DCP applies current standards, and updated delivery timelines, avoiding shortfall costs that would ultimately fall on the City.

In addition to relevant projects being carried over from Stage 1, it is proposed that the Stage 2 DCP include the projects summarised below:

- Land and construction of Tivoli Drive and Greenvale Drive between Portarlinton Road and the northern boundary of Jetty Road Stage Two. This includes expansion of turn lanes at Portarlinton Road and a roundabout at Coriyule Road.
- Land and construction of the Southern Wetland and Constructed Waterway between the Bellarine Rail Trail and Hackwill Place.
- Drainage pipelines as identified in the Water Technology Report.
- Planning costs associated with preparing the rezoning, and DCP.

A more detailed description of the projects, the supporting technical reports from Water Technology and Traffix Group and landscape designs from SMEC have been provided to Council. The final technical reports, designs and costs will be supplied to Council shortly.

The Stage 2 DCP will become an incorporated document in the planning scheme. We understand that it is Council's intent that contributions towards the Drysdale Regional Community and Learning Hub in the town centre will also apply in the form of a per dwelling levy consistent with Section 46L of the Planning and Environment Act 1987.

The DCP will enable the collection of levies to ensure the identified shared infrastructure is funded to enable the City and developers to provide the infrastructure. The City will act as the collecting agency and may deliver infrastructure or enter into agreements with developers to provide land and works in-kind.

It is proposed that all public infrastructure be delivered as works in kind, with suitable arrangements to be secured via a s 173 agreement under condition of permit.

7.5 Tivoli and Greenvale Drive Early Delivery Plan

The Tivoli and Greenvale Drive Early Delivery Plan has been agreed in principle with Council and comprises the following components:

- Changes to the relevant part of the Development Plan Overlay Schedule.
- Changes to the Delivery Strategy which would also form part of each approved Development Plan to satisfy the DPO Schedule requirement.
- Text to be included in the Draft s173 Agreement.

Development Plan Overlay Changes

“A Tivoli Drive and Greenvale Drive Early Delivery Plan that includes:

- *Early provision of the ultimate treatment of Tivoli Drive and Greenvale Drive consistent with the ultimate cross-section shown in the Traffic Engineering Assessment G21702R-03D, Traffic Group [final plan reference to be updated].*
- *Early provision of land for the widening of Tivoli Drive to allow for early construction of its ultimate treatment.*
- *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 Tivoli Drive and Greenvale Drive north of the Rail Trail are upgraded to their ultimate profile as described in the relevant DCP Drawing project scoping sheet.*
 - *Property 13, 14 and 15 must deliver the ultimate profile of Tivoli Drive and Greenvale Drive north of the Rail Trail within 6 months of registration of the first stage of the development.*
 - *Land south of the Rail Trail relying on access from Tivoli Drive must deliver the ultimate profile of Tivoli Drive 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 shown in the relevant DCP scoping sheet within 6 months of registration of the first stage of the development.*

Tivoli and Greenvale Drive Early Delivery Plan

The current section of Tivoli and Greenvale Drive was constructed by developers during the implementation of Stage 1 of the Jetty Road Urban Growth Area. The City constructed the Tivoli Drive extension and intersection at Portarlington Road in 2020. The City’s works were funded from development contribution plan income. Prior to the extension, Tivoli Drive ended at Stanley Avenue and access to the area was from Hemersley Road or Jetty Road.

A Council officer’s report from early in 2022 provides the following summary of past community concerns around the section of Tivoli Drive north of the Rail Trail:

Since opening, the City has received feedback from the community in relation to traffic volume, speeding drivers, noise, and road width.

In response to community concerns the City has,

- reduced the speed limit from 60km/hr to 50km/hr from Portarlington Road to Stanley Avenue
- introduced line marking and increased warning signage at the crossroads of Appleby Street with Tivoli and Greenvale Drive
- introduced parking restrictions on the west side of Tivoli Drive and near the intersection of Stanley Avenue to improve sightlines
- introduced speed humps to reduce speed and volume concerns
- upgraded the intersection of Coriyule Road/Appleby Street and Tivoli/Greenvale Drive with splitter islands to slow turning traffic
- requested support from Victoria Police to monitor and manage poor driver behaviour
- requested heavy vehicles accessing the local shopping centre and nearby developments seek an alternate route via Jetty Road to reduce truck movements on Tivoli/Greenvale Drive

Council and the development proponents for Amendment C387 wish to ensure similar concerns do not arise in the future and that Tivoli and Greenvale Drive are fit for purpose to carry the existing and future traffic volumes as projected by Traffix Group. Council and the development proponents have created a Tivoli and Greenvale Early Delivery Plan which includes the 4 steps described below.

Tivoli and Greenvale Drive Early Delivery Plan

Step 1: Include Relevant Projects in the DCP

- Include construction of the ultimate cross section of Tivoli Drive and Greenvale Drive in the DCP to recognise its role as the sub-arterial road servicing the growth area. The growth area cannot properly function without the proposed road profile. The definition of these works excludes the adjacent subdivision works such as crossovers, local services, nature strip provision and localised lighting. All other works are included in the DCP costs, including relevant landscaping and vegetation offset costs.
- Include provision of land for the road as the land is essential to the road profile being delivered. Early provision of land allows for the entire road upgrade to be delivered at any time to avoid community concern like that described above and to provide for an equitable approach generally.

Step 2: Include a Clear Provision Trigger in the DPO Schedule

- Ensure the DPO Schedule includes clear delivery triggers for each stage of Tivoli and Greenvale Drive to deliver the road link early as recommended by Council and Traffix Group including:
 - Property 11 and 12 cannot be further subdivided until Tivoli Drive and Greenvale Drive north of the Rail Trail are upgraded to their ultimate profile as described in the relevant DCP Drawing project scoping sheet.
 - Property 13, 14 and 15 must deliver the ultimate profile of Tivoli Drive and Greenvale Drive north of the Rail Trail within 6 months of registration of the first stage of the development or at an earlier time to the satisfaction of the Responsible Authority.
 - Land south of the Rail Trail relying on access from Tivoli Drive must deliver the ultimate profile of Tivoli Drive 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 shown in the relevant DCP scoping sheet within 6 months of registration of the first stage of the development or at an earlier time to the satisfaction of the Responsible Authority.

Step 3: Make Land Available

- Prior to the approval of Amendment C387, the owners of properties 13, 14, 15, 16 and 17 to enter into an agreement under s173 of the Planning and Environment Act 1987 to provide the land for the widening of Tivoli Drive and Greenvale Drive within 3 months of the date that the Notice of Approval of Amendment C387 to the Greater Geelong Planning Scheme is published in the Victorian Government Gazette.
- The s173 Agreement would also confirm the agreed land valuation which will support the early land transfer of the road corridor to Council.

Step 4: Facilitate Works in Kind Delivery

- It is intended that the development proponents for Property 13, 14, 15, 16 and 17 will deliver Tivoli and Greenvale Drive at the commencement of development of the Jetty Road Stage 2 growth area.
- To facilitate this, the development proponents intend to seek early design approvals for the road and its abutting infrastructure from Council through a co-ordinated and integrated process.
- It is intended that this major project will be delivered by the development proponents through a works in kind arrangement.

Proposed s173 Agreement Text

The text for the s173 Agreement will be drafted based on the following:

- The owner agrees that Council *will withhold Statement of Compliance for the first stage of development if the applicant has not commenced construction of the relevant section of Tivoli Drive or Greenvale Drive and it is clear that the applicant will not complete the extent of the road within 6 months of the Statement of Compliance being granted.*

8 Proposed Planning Scheme Amendment

The subject land is currently zoned for rural living and farming. To permit conventional and medium density residential subdivision and development, it is proposed to rezone the land to the General Residential Zone Schedule 1 (GRZ1) as shown in Figure 40 below.

Figure 35: Proposed Zoning Plan



8.1 General Residential Zone

The General Residential Zone (GRZ1) is applied to the Jetty Road Stage 1 area except the Neighbourhood Activity Centre which is zoned commercial. The nearby Central Road Drysdale area was recently rezoned the GRZ1 via Amendment C363 approved by the Minister for Planning in July 2021. Most of the residential land in the town is zoned GRZ1, with the Residential Growth Zone applied to land around the Drysdale Town Centre.

The maximum residential building height allowed in the GRZ1 is 11 metres and must contain no more than 3 storeys. Conventional single and double storey dwellings are standard in Jetty Road Stage 1 with larger two storey dwellings located closer to the bay. The housing market and product continues to evolve, and a greater variety of housing forms is supported in Jetty Road Stage 2.

The GRZ1 is the appropriate zone for Jetty Road Stage 2. It will allow for a diverse range of housing types and support higher densities around the Neighbourhood Activity Centre, bus routes and public open space as encouraged in policy. Some non-residential uses are also allowed subject to being well located and design and if a permit is supported by Council.

In December 2019 the State Government released new guidance about using and applying Victoria's suite of residential zones. This prompted a resolution at the 24 March 2020 Council Meeting to request the Minister for Planning implement zone changes in the Greater Geelong Planning Scheme. Some General Residential Zone areas have since been rezoned to the Neighbourhood Residential Zone.

It is proposed to apply a Development Plan Overlay and Development Contributions Plan Overlay to the land being rezoned.

8.2 Bellarine Distinctive Areas and Landscape Policy

The final draft Bellarine Peninsula Statement of Planning Policy (SPP) has been prepared and released by the Minister for Planning for endorsement by responsible public entities, including the City. This follows an extensive public consultation process, and a Standing Advisory Committee process. Once the endorsement process is completed, the SPP will be made ready for a decision by the Governor in Council where the document becomes final. Once approved, the SPP will take immediate effect and it will form part of the Victoria Planning Provisions that guide land use and development decision-making in Victoria.

The Bellarine Peninsula SPP will guide the future use and development of land in the Bellarine Peninsula declared area for the next 50 years. It will protect the declared area's outstanding landscapes and coastal landforms, unique natural environment, rich Wadawurrung living cultural heritage and historic heritage, and important infrastructure and natural resources.

Importantly, the land is designated for urban growth and is within the protected settlement boundaries consistent with the SPP and the Council's Settlement Strategy.

The most relevant strategies from the Draft Final SPP and a response on how the proposed rezoning complies with the strategy are provided below:

Strategy 8.4 Ensure development at the periphery of settlements within their protected settlement boundaries is planned and designed to provide an urban-to-rural transition, to protect landscape character by minimising the visibility of the settlements from surrounding rural areas.

The proposed Development Plan Overlay Schedule and Framework Plan require the provision of a place based cross section for streets that run adjacent to the Portarlington Road. This cross section provides an additional 10m landscape outer separator between the existing Portarlington Road corridor and the new street facing Portarlington Road. This 10m landscape space is augmented by existing verge space in Portarlington Road itself and some additional space in the adjacent street. The total landscape space varies but is generally between 10m and 12m. This landscape reserve can provide space for two rows of indigenous trees which will act of soften the interface area to the rural land to the south. This is not a standard treatment. This treatment is a specific and unique response to the SPP policy.

8.3 Development Plan Overlay

The purpose of a Development Plan Overlay is to identify areas which require the form and conditions of future use and development to be shown on a development plan before a planning permit can be granted. There are 15 individual owners that make up Jetty Road Stage 2 which means it is essential for development to occur in a planned and coordinated manner.

Once the land is rezoned and a development plan has been prepared to the satisfaction of the Responsible Authority, subsequent planning permit applications are exempt from the notice and review requirements of the Planning and Environment Act. Planning Practice Note 23 (p.3) states:

“Appropriate strategic planning and community consultation from the start also ensures that once the overlay is in place the council is able to make decisions on planning applications without the need to further consult.”

It is expected that land owned by the developer group will be subdivided and developed first, and it is proposed that the Development Plan Overlay Schedule will be structured to allow for this to occur. The Development Plan Overlay Schedule to be exhibited will include a framework plan that shows the location of key land uses, as well as urban design and development requirements. Council have developed a Draft of the DPO Schedule.

8.4 Development Contributions Plan

The purpose of a Development Contributions Plan Overlay is to identify areas which require the preparation of a Development Contributions Plan (DCP) for the purpose of levying contributions for the provision of works, services and facilities before development can commence.

The Jetty Road Urban Growth Plan Documents provide the foundation for the creation of the Stage 2 DCP. These documents can be found here: <https://spaces.hightail.com/receive/LcmCj8AMbp>

- Jetty Road Urban Growth Plan.
- Jetty Road Stage 1 DCP.
- Infrastructure Strategy.

The infrastructure strategy is designed so that some of the more significant projects delivered in Stage 1 are to be funded by Stage 1 and Stage 2 of the Jetty Road Urban Growth Plan. Some of the new DCP projects are only relevant for Stage 2 and will be funded exclusively from the Stage 2 area.

The Stage 2 DCP will become an incorporated document in the planning scheme. We understand that it is Council's intent that contributions towards the Drysdale Regional Community and Learning Hub in the town centre will also apply in the form of a per dwelling levy consistent with Section 46L of the Planning and Environment Act 1987.

The DCP will enable the collection of levies to ensure the identified shared infrastructure is funded to enable the City and developers to provide the infrastructure. The City will act as the collecting agency and may deliver infrastructure or enter into agreements with developers to provide land and works in-kind.

It is proposed that all public infrastructure be delivered as works in kind, with suitable arrangements to be secured via a s 173 agreement under condition of permit.

8.5 Environmental Audit Overlay (EAO)

As required by Minister's Direction Number 1, an Environmental Auditor has undertaken a PRSA for the land. The result of the PRSA is provided in Figure 11. It is proposed that provisions are lifted from the EAO and applied to the land through the Development Plan Overlay. The scope for the Audit is set out in the PRSA.

Several properties did not agree to provide access for the PRSA and these properties will be required by the Development Plan Overlay Schedule to undertake a PRSA at the planning permit stage.

8.6 Specific Control Overlay (SCO)

A specific Control Overlay (SCO) is necessary to activate the Small Lot Housing Code for the site to meet housing affordability objectives.

In July 2018, amendment VC148 introduced Clause 45.12 – Specific Controls Overlay to gradually replace Clause 51.01 – Specific Sites and Exclusions. The new Specific Controls Overlay (SCO) has the same function as Clause 51.01, which enables specific controls to override other requirements of the planning scheme.

We propose that the Small Lot Housing Code be applied to Jetty Road Stage 2 by applying a Specific Control Overlay to activate the following provision into the scheme:

“Dwellings on a lot less than 300 square metres

Despite any provision to the contrary in the Planning Scheme, a permit is not required to construct or extend one dwelling on a lot with an area less than 300 square metres where a site is identified as a lot to be assessed against the Small Lot Housing Code via a restriction on title, and it complies with the Small Lot Housing Code incorporated pursuant to Clause 72.04 of the Greater Geelong Planning Scheme.”

This drafting will be discussed with Council and DELWP. The drafting is based on the current drafting by the VPA which does not refer to a specific version of the Code in the operating provision. This means that when the Code reference is changed in the Incorporated Plan list it automatically activated into the SCO without having to change the SCO wording itself.

An example of the Drafting from the Craigieburn West Urban Growth Zone Schedule is provided below:

2.5

21/01/2022
C246hume

Specific provisions - Buildings and works

Dwellings on a lot less than 300 square metres

A permit is not required to construct or extend one dwelling on a lot with an area less than 300 square metres where a site is identified as a lot to be assessed against the Small Lot Housing Code via a restriction on title, and it complies with the Small Lot Housing Code incorporated pursuant to Clause 72.04 of the Hume Planning Scheme.

The VPA and DELWP are currently working on changes to the Small Lot Housing Code to improve the Code, to activate a new Type C Lot and to address sustainability requirements flowing from the National Construction Code (NCC) changes. These changes are significant and can be found here: [National construction code \(NCC\) updates mean energy efficiency ratings expansion for new residences | energy.gov.au](https://www.energy.gov.au/ncc-updates-mean-energy-efficiency-ratings-expansion-for-new-residences)

8.7 Amendments to the Local Planning Policy Framework

No amendments to the Local Planning Policy Framework are required to support the proposal.

9 Assessment Against Planning Framework

The amendment will provide social benefits by facilitating residential development conveniently located to a range of services. The additional land supply will also provide opportunity for new residents to settle in the area and help ease housing affordability pressures.

There is strong support for the amendment in the Planning Scheme's Municipal Strategic Statement. Most notably, at Clause 21.14 Bellarine Peninsula, the subject land is identified for conventional and medium density residential. This area is located within the Drysdale Clifton Springs settlement boundary and has long been designated for urban growth.

Council's 2020 Settlement Strategy recognises Drysdale Clifton Springs (which includes part of Curlewis) as a district town on the Bellarine Peninsula capable of accommodating population growth. The settlement strategy directs that district town boundaries will be based generally on existing urban areas and areas already identified in the policy.

The Amendment supports the range of State policy also, including the Draft Final SPP.

9.1 Strategic Basis for the Amendment

Preparation of Amendment C387 has been guided by the principles and objectives contained in the Jetty Road Urban Growth Plan. While these principles and objectives continue to apply, the plan is 14 years old and a range of new planning policies and requirements will form part of the proposed planning controls.

With the construction of Jetty Road Stage 1 there are also lessons learnt, such as improving housing diversity, management of stormwater drainage and outfall, and the efficient delivery of Tivoli Drive and Greenvale Drive. These issues are directly address by drafting of the proposed Development Plan Overlay Schedule.

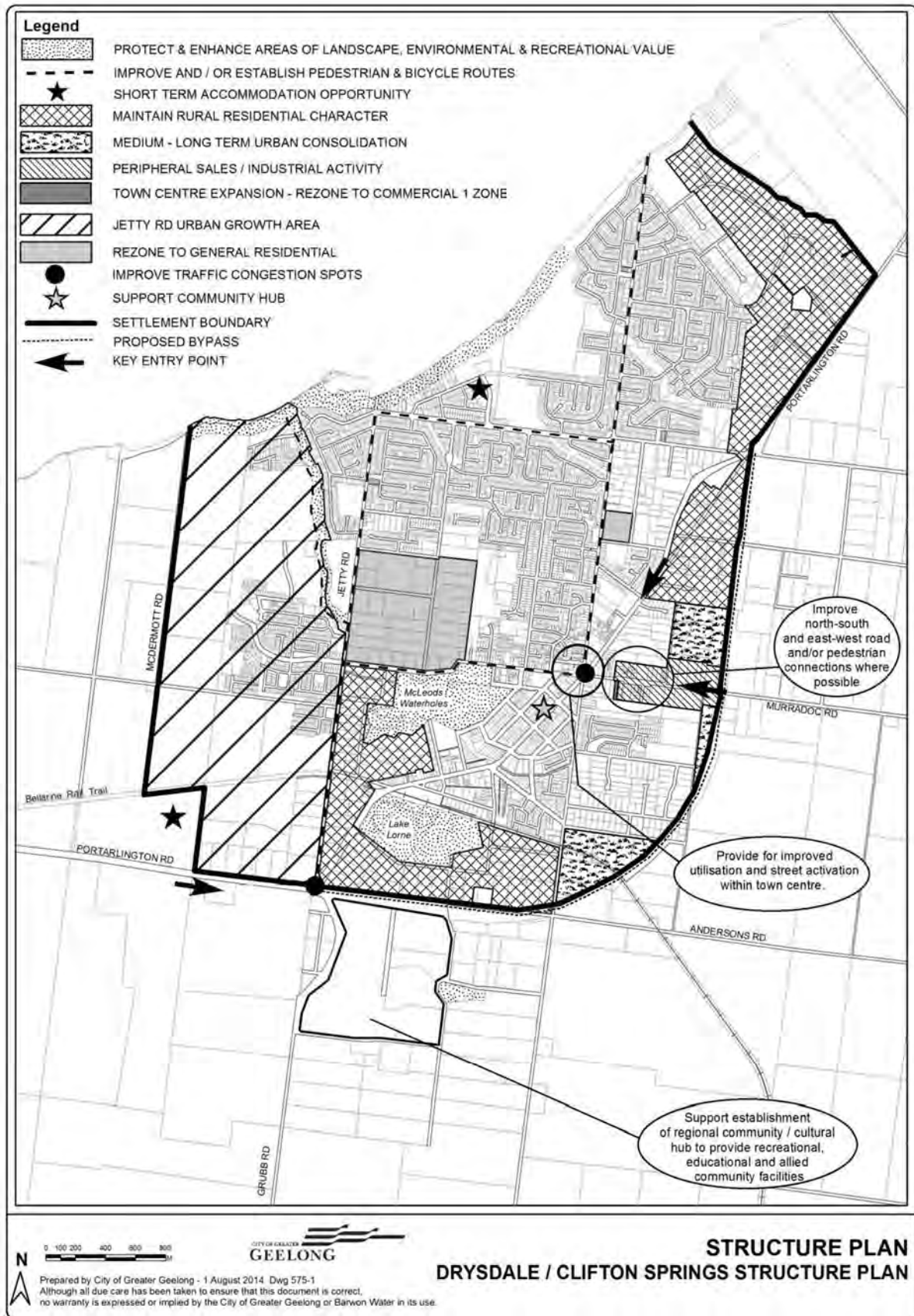
Since the adoption of the Jetty Road Urban Growth Plan, Council and State Government strategic planning policies have re-affirmed the designation of Stage 2 for residential rezoning. The 2010 Drysdale Clifton Springs Structure Plan map (refer Figure 36) identifies the Jetty Road Urban Growth Area within the town settlement boundary.

The other strategies, which are also embedded in the planning scheme, are:

- G21 Regional Growth Plan 2013 at State clause 11.01-1S.
- Bellarine Localised Planning Statement 2015 at State clause 11.03-5S.
- City of Greater Geelong Settlement Strategy 2020 at Local Clause 11.01-1L-01.

On 29 October 2019 the Bellarine Peninsula was declared a Distinctive Area and Landscape (DAL) under the Planning and Environment Act. The declaration triggered the requirement to prepare a Statement of Planning Policy – and a draft dated June 2021 was prepared and exhibited by DELWP. Following is the Drysdale Clifton Springs map. The SPP was recently finalised by the Minister for Planning which maintains State support for the rezoning.

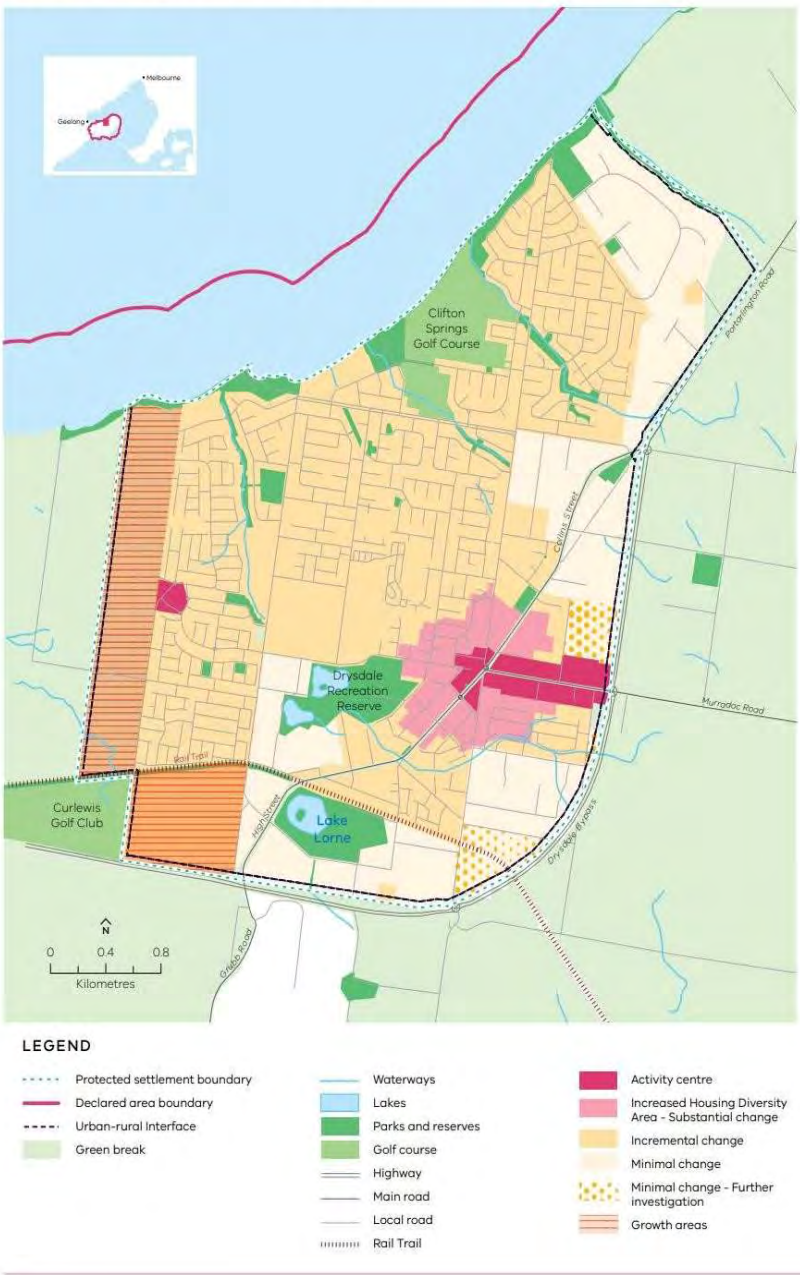
Figure 36: Drysdale Clifton Springs Structure Plan Map (Clause 11.03-6L-01)



The Draft Final Bellarine Peninsula SPP designates the Jetty Road Stage 2 land as ‘growth areas’ consistent with previous state and local planning strategies. The land is positioned inside the proposed protected settlement boundary, this boundary being the same as the settlement boundary location in the Drysdale Clifton Springs Structure Plan. The Bellarine Peninsula SPP has not yet been given effect in the Greater Geelong Planning Scheme. It is proposed that the SPP will become an incorporated document of the scheme and there will be other scheme changes to give it effect.

Figure 37: Extract from Bellarine DAL SPP

Map 9: Proposed Drysdale–Clifton Springs protected settlement boundary



Policy Context

Pursuant to Section 12(1) of the Planning and Environment Act 1987, it is a duty of planning authorities to implement the following objectives of Planning Victoria as set out in Section 4(1) of the Planning and Environment Act 1987:

- to provide for the fair, orderly, economic and sustainable use, and development of land;
- to provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity;
- to secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria;
- to conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value;
- to protect public utilities and other assets and enable the orderly provision and coordination of public utilities and other facilities for the benefit of the community;
- to facilitate development in accordance with the objectives set out in paragraphs (a), (b), (c), (d) and; to balance the present and future interest of all Victorians.

The application is consistent with the Planning and Environment Act 1987 as it will facilitate the future subdivision of the subject land to achieve an orderly, well-planned outcome consistent with the strategic planning and development direction of Curlewis.

Ministerial Directions

A Planning Scheme Amendment must respond to any relevant Ministerial Direction. The full list of current Ministerial Direction includes the following:

- Ministerial Direction - The Form and Content of Planning Schemes (PDF, 1.9 MB)- Local Provision Templates Open in slide out *in MS Word to assist with the drafting ordinances only.*
- Direction No. 1 Potentially Contaminated Land
- Direction No. 9 Metropolitan Planning Strategy
- Direction No. 11 Strategic Assessment of Amendments
- Direction No. 12 Urban Growth Areas
- Direction No. 13 Managing coastal hazards and the coastal impacts of climate change
- Direction No. 14 Ports Environs
- Direction No. 15 - the planning scheme amendment process
- Direction No. 17 - Localised Planning Statements
- Direction No. 18 - Victorian Planning Authority Advice on Planning Scheme Amendments
- Direction No. 19 and information requirement for amendments that may result in impacts on the environment, amenity and human health
- Direction No. 20 - Major Hazard Facilities
- Direction No. 21 - Golf Course Redevelopment
- Preparation and Content and Reporting Requirements for Development Contributions Plans

Each of the relevant Ministerial Directions are set out below with a summary of how they are addressed.

9.1.1.1 Ministerial Direction No.1 - Potentially Contaminated Land

The purpose of this Direction is to ensure that potentially contaminated land is suitable for a use which is proposed to be allowed under an amendment to a planning scheme and which could be significantly adversely affected by contamination.

Under Ministerial Direction No 1, the planning authority must satisfy itself that the environmental conditions of the land are or will be suitable for residential land use or other sensitive uses.

A preliminary Geotechnical and Contamination assessment was carried out as part of the background technical investigations which informed the scheme Amendment. Following the gazettal of the Environment Protection Act 2017 on 1 July 202, the planning framework for the identification and assessment of potentially contaminated land was updated to align with the environmental audit system under the Act.

Specifically, this now requires either a Preliminary Risk Screen Assessment (PRSA) or an Environmental Audit to be undertaken where the existing land use is identified in the relevant matrix as being of medium contamination risk. This includes land previously used for agriculture due to the risk of contaminating activities, such as commercial use of pesticides (including herbicides or fungicides) or farm waste disposal, to have been carried out.

To meet the requirements of the new framework as outlined in Ministerial Direction No. 1 and Planning Practice Note 30, a PRSA has been prepared for the land and will be used to finalise the DPO Schedule and the application of provisions from the EAO through the DPO Schedule.

9.1.1.2 Ministerial Direction - Preparation and Content of Development Contributions Plans

This Direction is intended to guide planning authorities in relation to the preparation and content of development contribution plans, and outlines the works, services or facilities which can be funded through the collection of development levies. These include the acquisition of land for roads, public transport, drainage, community infrastructure and public open space; and the construction of infrastructure associated with these uses. Council is preparing the Draft DCP and DCPO.

9.1.1.3 Ministerial Direction No. 12 - Urban Growth Areas

Ministerial Direction 12 applies to the preparation of any planning scheme amendment that provides for the rezoning of land to the Urban Growth Zone; the incorporation of a precinct structure plan in the scheme, or changes to an incorporated precinct structure plan, applying to land in the Urban Growth Zone; or the introduction of, or changes to, provisions in a schedule to the Urban Growth Zone.

As the land is not within the UGZ, this direction is not relevant.

9.1.1.4 Other Directions

The following Ministerial Directions are also relevant to the preparation and assessment of this Amendment: Ministerial Direction - Form and Content of Planning Schemes and Ministerial Direction No. 11 - Strategic Assessment of Amendments.

Planning Policy Framework

To ensure the overarching objectives of planning in Victoria are met, policies contained within the Planning Policy Framework (PPF) must be considered. The PPF clauses of most relevance to this proposal are set out below with an explanation about how the Amendment addresses each relevant policy.

Clause 11 - Settlement

Clause 11 states that planning is to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure. Specific sub-clauses with relevance to the Site and proposal include:

- Clause 11.01 - 1 S - Settlement - seeks to promote the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements.
- Clause 11.01- 1 R - Settlement - Geelong G21 - provides for long term growth options that build on existing infrastructure, including two further investigation areas north and west of Geelong.
- Clause 11.02- 1 S - Supply of urban land - aims to ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.
- Clause 11.02-2S - Structure planning - aims to facilitate the orderly development of urban areas.
- Clause 11.02-3S - Sequencing of development - seeks to manage the sequence of development in areas of growth so that services are available from early in the life of new communities.
- Clause 11.03-2S - Growth areas - aims to locate urban growth close to transport corridors and services and provide efficient and effective infrastructure to create sustainability benefits while protecting primary production, major sources of raw materials and valued environmental areas.

Geelong is expected to grow by an additional 152,000 people by 2036, creating a demand for over 73,400 additional dwellings. This growth is expected to be accommodated primarily within the Armstrong Creek and Northern and Western Growth Areas in accordance with the City of Greater Geelong Settlement Strategy (2020). However, Jetty Road Stage 2 is also identified to accommodate additional urban growth.

The Department of Environment, Land, Water and Planning (DELWP) in their Greenfield 2021 Urban Development Program projected that:

There are between 7 and 9 years of zoned greenfield supply in Geelong. With the addition of land identified to be rezoned, there are between 24 and 30 years of total land supply.

The projected zoned greenfield supply in Geelong is below the 15-year standard as encouraged by the Planning Policy Framework.

The proposed scheme amendment responds to these increasing pressures on regional Victoria and will contribute to increasing land supply to meet State housing demands. Support of this proposal would enable development proponents to activate land supply promptly, bringing housing to market faster in response to increased demand and shortages in zoned greenfield supply.

Through Spatial Economics, Council has prepared updated land supply estimates. Council found that:

“In total there is approximately 22 years supply of undeveloped (zoned and unzoned) residential broadhectare land stocks across the municipal area of Geelong. Of this supply, there is approximately 8 years of zoned residential broadhectare lands.”

We note that DELWP and Council generally do not have regard to pre-sales which would reduce the headline zoned land stocks by a further 1 and 2 years. There has been a surge in land sales and building permits in the Geelong region. If the rate of land sales in Geelong remains relatively high, then land stocks will be consumed more quickly than envisioned in the Settlement Strategy.

Clause 12 - Environmental and Landscape Values

Clause 12 states that planning should protect, restore and enhance sites and features of nature conservation, biodiversity, geological or landscape value. Furthermore, planning should help to protect the health of ecological systems and the biodiversity they support and conserve areas with identified environmental and landscape values. Specific sub-clauses with relevance to the Site and proposal include:

- Clause 12.01- 1 S - Protection of biodiversity - aims to assist the protection and conservation of Victoria's biodiversity.
- Clause 12.01 -2S - Native vegetation management - seeks to ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation.
- Clause 12.05- 1 S - Environmentally sensitive areas - seeks to protect and conserve environmentally sensitive areas.
- Clause 12.05-2S - Landscapes - seeks to protect and enhance significant landscapes and open spaces that contribute to character, identity and sustainable environments.

The proposed Development Plan Overlay Schedule and Framework Plan require the provision of a place based cross section for streets that run adjacent to the Portarlington Road. This cross section provides an additional 10m landscape outer separator between the existing Portarlington Road corridor and the new street facing Portarlington Road. This 10m landscape space is augmented by existing verge space in Portarlington Road itself and some additional space in the adjacent street. The total landscape space varies but is generally between 10m and 12m.

This landscape reserve can provide space for two rows of indigenous trees which will act of soften the interface area to the rural land to the south. This is not a standard treatment. This treatment is a specific and unique response to the SPP policy.

12.01-2S - Native Vegetation Management - To ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation.

Ensure decisions that involve, or will lead to, the removal, destruction or lopping of native vegetation, apply the three-step approach in accordance with the Guidelines for the removal, destruction or lopping of native vegetation (Department of Environment, Land, Water and Planning,2017):

- Avoid the removal, destruction or lopping of native vegetation.
- Minimise impacts from the removal, destruction or lopping of native vegetation that cannot be avoided.
- Provide an offset to compensate for the biodiversity impact from the removal, destruction or lopping of native vegetation.

The application is supported by a Vegetation Assessment which identifies a small amount of native vegetation on the subject land. The native vegetation can either be removed or retained but does not pose an impost of the rezoning of the subject land. The final form of native vegetation to be removed or retained would be determined through the approval of a Development Plan or Permit for the development of the land.

The amendment has researched the existing biodiversity values and avoids impacts on native vegetation. The only native vegetation impacted is some wetland vegetation and one tree in the valley floor required to be moved to construct drainage facilities.

12.03 – Water Bodies and Wetlands – This policy aims to protect and enhance river corridors, waterways, lakes and wetlands by ensuring development responds to and respects the significant environmental, conservation, cultural, aesthetic, open space, recreation and tourism assets of water bodies and wetlands and is sensitively designed and sited to maintain and enhance environmental assets, significant views and landscapes along river corridors and waterways and adjacent to lakes and wetlands.

Extensive technical research and design has gone into developing a site-specific design to create a new constructed waterway and wetland system for the site. The design follows CCMA, Melbourne Water and Council Guidelines and meets State and Council planning policies.

Clause 13 - Environmental Risks and Amenity

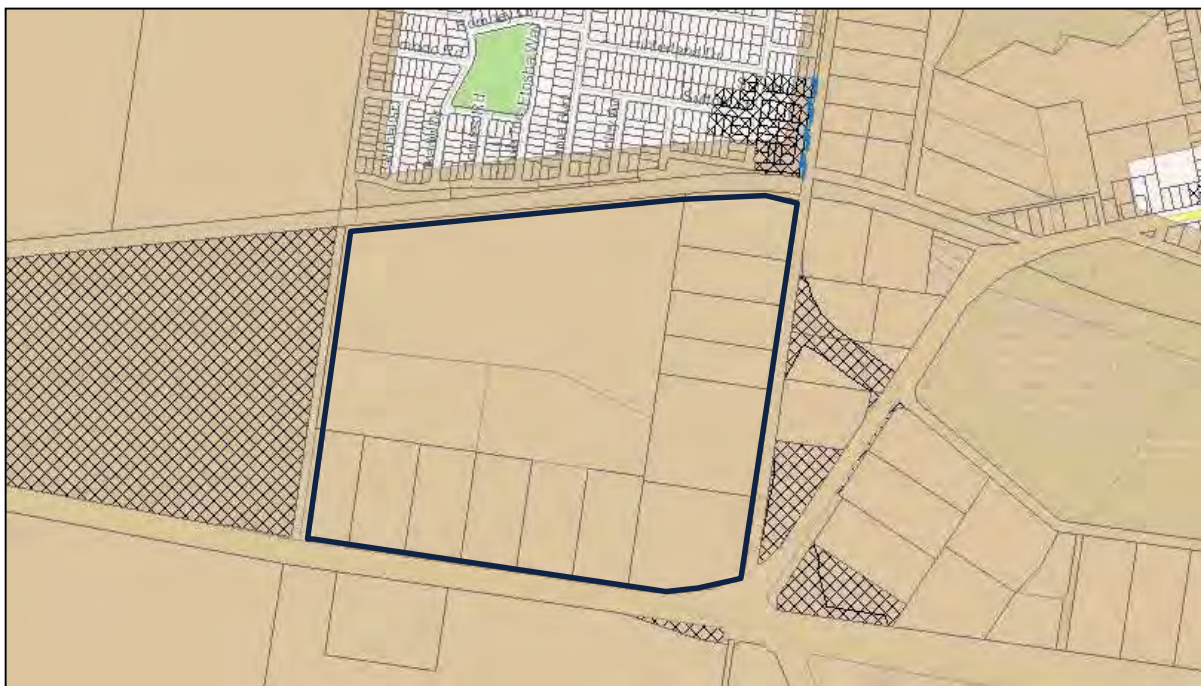
Clause 13 states that planning should strengthen the resilience and safety of communities by adopting a best practice environmental management and risk management approach. Furthermore, planning should prepare for and respond to the impacts of climate change.

It is proposed that the development be gas free, which will improve the climate response of the proposal over a business-as-usual development.

13.02 – Bushfire – This policy aims to strengthen the resilience of settlements and communities to bushfire through risk-based planning that prioritises the protection of human life. This policy must be applied to all planning and decision making under the Planning and Environment Act 1987 relating to land which is within a designated bushfire prone area.

The site is not identified within a bushfire management overlay area and is assessed as being a site of low fire danger risk in the attached Bushfire Risk Assessment response. Figure 38 indicates that the land is a bushfire prone area under the Building Regulations.

Figure 38: Bushfire Prone Area Plan



A specialist consultant has prepared a bushfire assessment for the land and has made recommendations for interface treatments for the edges of the site to mitigate bushfire risk in accordance with relevant Victoria standards and guidelines. The assessment concludes that provided a 19m defendable space is designed into the development for the southern and western interface with managed vegetation then a Bal rating of 12.5, which is consistent with State policy will be achievable.

Clause 14 - Natural Resource Management

Clause 14 states that planning should ensure agricultural land is managed sustainably, while acknowledging the economic importance of agricultural production. Specific sub-clauses with relevance to the Site and proposal include:

Clause 14.01 - 1 S - Protection of agricultural land - aims to protect the state's agricultural base by preserving productive farmland.

This clause is not relevant as the land is designed for urban growth.

Clause 15 - Built Environment and Heritage

Clause 15 states that planning should ensure all land use and development appropriately responds to its surrounding landscape and character, valued built form and cultural context. Furthermore, planning must support the establishment and maintenance of communities by delivering functional, accessible, safe and diverse physical and social environments, and facilitate development which contributes to net zero greenhouse gas emissions

Specific sub-clauses with relevance to the Site and proposal include:

- Clause 15.01 - 1 S - Urban design - seeks to create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.
- Clause 15.01 -3S - Subdivision design - aims to ensure the design of subdivisions achieves attractive, safe, accessible, diverse and sustainable neighbourhoods.
- Clause 15.01 -4S - Healthy neighbourhoods - seeks to achieve neighbourhoods that foster healthy and active living and community wellbeing.
- Clause 15.03- 1 S - Heritage conservation - seeks to ensure the conservation of places of heritage significance.

15.01 – Built Environment – Contains policies relating to urban design, building design, subdivision design, healthy neighbourhoods and neighbourhood character. Objectives of which are to:

- Create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.
- Achieve building design outcomes that contribute positively to the local context and enhance the public realm.
- Ensure the design of subdivisions achieves attractive, safe, accessible, diverse and sustainable neighbourhoods.
- Achieve neighbourhoods that foster healthy and active living and community wellbeing.
- Recognise, support and protect neighbourhood character, cultural identity, and sense of place.

Residential Development – Contains policies relating to integrated housing, location of residential development, housing diversity and housing affordability. Objectives of which are:

- To promote a housing market that meets community needs.
- To locate new housing in designated locations that offer good access to jobs, services and transport.
- To provide for a range of housing types to meet diverse needs.
- To deliver more affordable housing closer to jobs, transport and services.

The proposed rezoning of the subject land implements these policies as it will in the future facilitate the creation of a safe legible subdivision design that provides a positive development response to this land. Its location near town amenities will encourage walking and cycling and thus contribute to the health and wellbeing of the Drysdale/Clifton Springs Community.

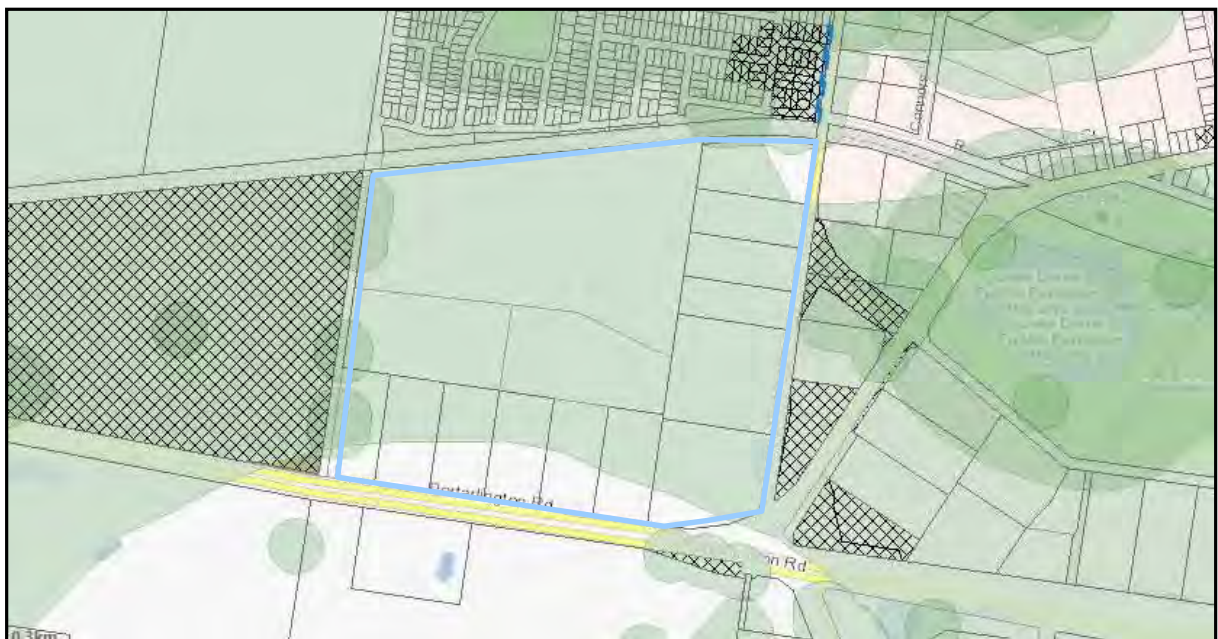
15.03 – Heritage – Contains policies relating to heritage conservation and aboriginal cultural heritage. The objectives of these policies are:

- To ensure the conservation of places of heritage significance.
- To ensure the protection and conservation of places of Aboriginal cultural heritage significance.

Under the Aboriginal Heritage Act, 2006, the subject site is found to be within an area of possible cultural heritage sensitivity as indicated on the following map extract from the Department of Environment, Land, Water and Planning database.

Refer also to the link earlier for the Desk Top Assessment by Terra Culture that confirms that Cultural Heritage Management Plan will be required. Areas of Possible Cultural Heritage Sensitivity are shown on Figure 39 below.

Figure 39: Areas of Possible Cultural Heritage Sensitivity



Clause 16 - Housing

Clause 16 states that planning should provide for housing diversity and ensure the efficient provision of supporting infrastructure. Furthermore, planning should include the provision of land for affordable housing and ensure the long-term sustainability of new housing by providing access to services, public transport and open space. Specific sub-clauses with relevance to the Site and proposal include:

- Clause 16.01 - 1 S - Integrated housing - aims to promote a housing market that meets community needs.
- Clause 16.01 -2S - Location of residential development - seeks to locate new housing in designated locations that offer good access to jobs, services and transport.
- Clause 16.01 -3S - Housing diversity - seeks to provide for a range of housing types to meet

diverse needs.

- Clause 16.01 -4S - Housing affordability - aims to deliver more affordable housing closer to jobs, transport and services.

The Amendment implements the State housing policies and the Development Plan Overlay Scheme is designed to directly address housing affordability.

Clause 18 - Transport

Clause 18 states that planning should ensure an integrated and sustainable transport system that provides access to social and economic opportunities, facilitates economic prosperity, contributes to environmental sustainability, coordinates reliable movements of people and goods, and is safe. Specific sub-clauses with relevance to the Site and proposal include:

- Clause 18.01 - 1 S - Land use and transport planning - seeks to create a safe and sustainable transport system by integrating land use and transport.
- Clause 18.01 -2 R - Transport system - Geelong G21 - supports improved transit and access within Geelong and the wider region.
- Clause 18.02- 1 S - Sustainable personal transport - seeks to promote the use of sustainable personal transport. This includes ensuring development and the planning for new suburbs, urban renewal precincts, greyfield redevelopment areas and transit-oriented development areas provide opportunities to promote more walking and cycling.
- Clause 18.02-2S - Public transport - seeks to facilitate greater use of public transport and promote increased development close to high-quality public transport routes.
- Clause 18.02-3S - Road system - aims to manage the road system to achieve integration, choice and balance by developing an efficient and safe network and making the most of existing infrastructure.
- Clause 18.02-4S - Car parking - seeks to ensure an adequate supply of car parking that is appropriately designed and located.

The proposed rezoning implements State transport policy. The urban design supports more than 95% of dwellings being within 400m of an existing or proposed bus route. Proposed bus routes along Tivoli Drive, Jetty Road and Portarlington Road are all supported on bus capable roads as defined by the Department of Transport.

Clause 19 - Infrastructure

Clause 19 states that planning should ensure that the growth and redevelopment of settlements is planned in a manner that allows for the logical and efficient provision and maintenance of infrastructure, including the setting aside of land for the construction of future transport routes. Furthermore, planning for development of social and physical infrastructure should enable it to be provided in a way that is efficient, equitable, accessible and timely. Specific sub-clauses with relevance to the Site and proposal include:

- Clause 19.01 -3S - Pipeline infrastructure - seeks to ensure that gas, oil and other substances are safely delivered to users and to and from port terminals at minimal risk to people, other critical infrastructure and the environment.
- Clause 19.02-6S - Open space - aims to establish, manage and improve a diverse and

integrated network of public open space that meets the needs of the community.

- Clause 19.03-3S - Integrated water management - seeks to sustainably manage water supply, water resources, wastewater, drainage and stormwater through an integrated water management approach.
- Clause 19.03- 1 S - Development and infrastructure contributions plans - aims to facilitate the timely provision of planned infrastructure to communities through the preparation and implementation of development contributions plans and infrastructure contributions plans.
- Clause 19.03-2S - Infrastructure design and provision - aims to provide timely, efficient and cost-effective development infrastructure that meets the needs of the community.

The proposal has been comprehensively designed to adopt and implement these State policies. The open space system is well designed with a green spine in the form of a waterway parkland linking from the Rail Trail to the Drysdale Major Recreation Reserve with a central park that is within 400m of 98% of the proposed dwellings.

19.03 – Development Infrastructure – Contains policies relating to development and infrastructure contributions plans, infrastructure design and provision, stormwater supply, sewerage and drainage, telecommunications.

Services in the form of water, sewer, electricity, telecommunications and gas (not proposed to be connected) are currently available to the north of the site.

21.06 - 2 Urban growth – Seeks to limit urban sprawl by directing urban growth to designated urban growth areas and direct the majority of new greenfield residential development to the designated primary urban growth areas at Armstrong Creek, Ocean Grove, Drysdale/Clifton Springs, Lara and Leopold.

The proposed rezoning accords with this policy as it is within a designated growth area.

Local Planning Policy Framework (LPPF)

The Local Planning Policy Framework (LPPF) sets out local and regional planning policy with a focus on specific areas and issues in the City of Greater Geelong. Relevant clauses are presented and the response is provided below.

The planning scheme identifies Council's vision for prosperous, cohesive communities in an exceptional environment that boasts coast, country and suburbs.

Relevant key objectives and strategies include:

- City of Greater Geelong Sustainable Growth Framework - sets out key principles for ensuring that all actions and development undertaken in the City of Greater Geelong meets the needs of the present community, without compromising the ability of future generations to meet their own needs. Relevant objectives and strategies include:
- Set clear settlement boundaries and consolidate development within those boundaries in a managed way. Encourage diversity in all communities.
- Design healthy, walkable neighbourhoods.

- Protect, restore and enhance Geelong's biodiversity and natural systems. Strive to develop a comprehensive network of accessible public transport. Look to the future when planning for and designing infrastructure.
- Strive for environmentally sustainable design by ensuring development demonstrates design potential for efficient use of energy at the planning stage.

The Municipal Framework Plan identifies the Site as being within the Jetty Road Stage 2 Growth Area and is within the SPP Protected Settlement Boundaries. The urban design response proposed provides for a walkable community anchored by a green active transport spine along waterway through the centre of the site.

Natural Environment - recognises that urban and rural growth has had a direct impact on the municipality's natural environments and the flora and fauna that they sustain. The following sub-clauses are relevant to the Site and proposal:

- Biodiversity - aims to protect, maintain and enhance the biodiversity of the municipality.
- Natural resource management - seeks to increase the use of renewable resources. This includes encouraging all land use and development to incorporate best practice Water Sensitive Urban Design (WSUD) principles. Development is encouraged to incorporate best practice energy efficiency design principles and measures. Further, low water use native vegetation and alternative energy/water supply systems are encouraged.
- Wildfire - aims to minimise the impacts of wildfire by ensuring that development in identified areas considers the impacts of wildfire.

Settlement and Housing

This Clause identifies that Geelong is best placed to capitalise on Melbourne's strong growth given access to employment, an affordable and diverse housing market, transport links and lifestyle options.

To increase the diversity in the municipality's housing stock, there is an identified need to provide a range of unit, townhouse, attached, multilevel and apartment dwellings in both established and developing communities.

It is recognised that a combination of greenfield and infill development will support population growth in Geelong. The majority of greenfield housing supply will be provided in urban Geelong in the master planned communities of Armstrong Creek and the Northern and Western Geelong Growth Areas.

The following objectives and strategies are relevant to the Site and proposal:

*“Contain growth within identified locations across the municipality.
Direct the majority of future housing needs to urban Geelong /urban infill, Armstrong Creek and the Northern and Western Geelong Growth Areas).*

*Ensure growth areas are well planned and deliver sustainable communities.
Manage the release of new growth areas to make sure infrastructure, services and facilities are provided in a timely and efficient way.*

Ensure new development is guided by a strategic framework pion that outlines the orderly and sequential preparation precinct structure plans.

Apply the ten 'One Planet Living' principles to growth area planning and development.

Increase housing diversity in growth areas through the delivery of a broad range of lot sizes, capable of accommodating a variety of different housing types, including the identification of locations appropriate for mixed use and high and medium density housing in strategically identified locations.

Increase the level of affordable and social housing in Greater Geelong.”

Development and Community Infrastructure

Identifies a need to reduce car dependence by improving public transport, bicycle and pedestrian linkages. Further, there is a need to provide infrastructure in an efficient and timely manner, particularly in new growth areas. Relevant objectives and strategies include:

“Promote the early provision of public transport infrastructure and services in all growth areas. Prioritise active and public transport modes over private vehicle use.

Ensure development proceeds in a logical, sequenced manner which maximises the efficient delivery and use of development and community infrastructure.

Prepare Infrastructure Contribution Plans and Development Contribution Plans in designated growth areas across the municipality.

Encourage open space areas to be provided in a manner and location that allows for passive surveillance.”

Clause 22 - Local Planning Policies

Clause 22 specifies local planning policies which are intended to guide decision-making in relation to a specific discretion in a zone, overlay or particular provision. Specific sub-clauses relevant to the Site and proposal include:

Cultural Heritage - prioritises the recognition and protection of heritage places in the municipality which comprise individual buildings, precincts, structures, monuments, significant gardens and trees, natural environments and aboriginal sites. Key objectives and strategies include:

- Encourage the retention of culturally significant and contributory heritage places within Heritage Overlay areas.
- Encourage development to be undertaken in accordance with the accepted conservation standards of the ICOMOS Burro Charter.

Heritage and Identity - Retain culturally significant heritage places and areas recognised as being of State, regional, local and contributory significance.

Under the Aboriginal Heritage Act, 2006, the subject site is found to be within an area of possible cultural heritage sensitivity, as indicated on the following map extract from the Department of Environment, Land, Water and Planning data base. A CHMP will be required to be prepared and approved before a planning permit can issue for the development of any of the existing land titles.

Development Contributions - Ensure that development and community infrastructure is provided in a sustainable and timely manner in all areas, with particular regard to the servicing of new communities in new urban growth areas and large urban infill areas.

The amendment will include a schedule to the DCP as required by Council to fund any shared infrastructure. The DCP is based on comprehensive past planning for the Jetty Road Urban Growth Area and extensive further technical reports prepared for this Amendment.

Open Space - To develop a comprehensive, safe, and accessible open space network.

The overall design incorporates a central area of linear open space adjoining the proposed drainage channel and a large area of open space. The reserve includes a shared path to provide for pedestrians and cyclists.

The Bellarine Peninsula - To protect and enhance the rural and coastal environment on the Bellarine Peninsula and maintain non-urban breaks between settlements. To facilitate the development of Ocean Grove, Drysdale/Clifton Springs, and Leopold as hubs of development and service provision on the Bellarine Peninsula.

Drysdale/Clifton Springs:

- Contain urban development within the defined settlement boundary on the Structure Plan map.
- Support the development of the Jetty Road Urban Growth Area and other areas identified for residential development on the Structure Plan map.
- Ensure new development incorporates sustainability principles including environmentally
- Sustainable design, energy efficiency, connectivity, and water sensitive urban design.

The subject land is included within the Drysdale/Clifton Springs Structure Plan and the Jetty Road Growth Area Structure Plan within the Geelong Planning Scheme. The application accords with the Jetty Road Urban Growth Area and the Structure Plan Map below where it is identified for residential growth.

9.2 Practice Notes

Planning Practice Note 30: Potentially Contaminated Land

Planning Practice Note 30 - Potentially Contaminated Land (PPN30) provides guidance as to how to identify potentially contaminated land, the appropriate level of assessment of contamination in different circumstances, appropriate provisions in planning scheme amendments and appropriate planning permit conditions.

As discussed above, the planning framework for the identification and assessment of potentially contaminated land has recently been updated to align with the environmental audit system under the Environmental Protection Act 2017. Specifically, this now requires either a Preliminary Risk Screen Assessment (PRSA) or an Environmental Audit to be undertaken where the existing land use is identified in the relevant matrix as being of medium contamination risk. This includes land previously used for agriculture due to the risk of contaminating activities, such as commercial use of pesticides (including herbicides and fungicides) or farm waste disposal, to have been carried out. A PRSA has been completed for all land for which access was granted. The PRSA has defined the areas that require an EAO. The Development Plan Overlay Schedule sets out which properties have not undertaken a PRSA, and those properties are mandated to prepare a PRSA as part of a future planning permit assessment process.

Planning Practice Note 46 - Strategic Assessment Guidelines

Planning Practice Note 46 - Strategic Assessment Guidelines (PPN46) relates to the Strategic Assessment Guidelines which are intended to provide a consistent framework for preparing and evaluating a proposed planning scheme amendment and its outcomes. Ministerial Direction No. 11 Strategic Assessment of Amendments requires a planning authority to evaluate and discuss how an amendment addresses a number of strategic considerations. PPN46 explains what should be considered as part of the direction. The Guidelines will be addressed in the Explanatory Report.

9.3 Other Planning Considerations

9.4 Impacts on landowners and adjoining landowners

Eleven of the 20 parcels in the Jetty Road Stage 2 Area are owned by the developer group or others for investment purposes. Directly affected landowners who continue to live on their property while development takes place on neighbouring land are likely to be subject to construction amenity impacts. Any impacts would be mitigated by conditions on subdivision permits, as would normally be expected in this situation. Landowners in the rural living precinct are most likely to be affected during the construction period.

It is important to note that should Amendment C387ggee be approved, there is no automatic requirement for landowners to deliver works or pay levies or develop (or sell) their land for housing. Owners can continue to reside on their property and undertake improvements or additions to their dwelling, outbuildings and gardens as they see fit. The overlays will only place statutory requirements when or if owners decide to seek permits for subdivision and or development for accommodation.

As noted earlier in the report, some parcels are presently used for purposes in addition to a dwelling, which can continue – including improvements (subject to permit). These are:

- 102-170 McDermott Road: vineyard, function centre and cropping.
- 72-100 McDermott Road: cropping, cattle grazing and small vineyard.
- 276-290 Jetty Road: place of worship.

Owners who would seek to subdivide their property (for example, into two lots to retain an existing dwelling and sell a new lot) once the land is rezoned, can only apply after a development plan has been approved by the Responsible Authority.

Further fragmentation of the Amendment land will make coordinated development more difficult and would generally not be supported. It is likely that developers will acquire properties over time.

Given the location of Jetty Road Stage 2 on the western edge of the town, impacts to town residents are generally expected to be minimal. Residents of Tivoli Drive north of the Bellarine Rail Trail and Greenvale Drive and other close by residents will be most affected, particularly in the early stages of development as the road duplication and new estates are constructed. The Amendment however provides for these roads to be duplicated to their ultimate form before new houses are occupied which will provide for improvements to the existing traffic environment.

There are also dwellings in Jetty Road Stage 1 north of the Neighbourhood Activity Centre at Pierview Drive and Shoreline Drive that back on to what is currently rural land (72-100 McDermott Road and 102-170 McDermott Road). This rural land will eventually be developed for housing, noting the owners are not part of the developer group and existing uses are expected to continue for some time.

10 Conclusion

The proposed amendment will also deliver net community benefit by:

- Encouraging urban design outcomes which incorporate 20-minute neighbourhood principles, particularly evident through the delivery of a unique quality open space, housing diversity and affordability, a walkable street layout and response to access and transportation.
- Provide for early delivery of critical infrastructure (including the upgrade of Tivoli Drive, and a major wetland and waterway asset and key physical services such as sewer and water) required to service future development of land south of the Rail Trail.
- Incorporating a residential subdivision pattern that includes a broad range of lot configurations including a variety of lot sizes, widths and depths. This will allow for the provision of a diversity of dwellings across the site to meet the diverse needs of future residents.
- Providing affordable housing in accordance with the objectives of planning in Victoria. It is proposed that specific strategy for delivery of affordable housing be negotiated with Council as part of the planning process.

The proposal will deliver net community benefit for the municipality by:

- Managing the pressures of population growth, delivering high quality urban design and open space outcomes, and responding to demands for housing diversity, including a contribution towards affordable housing.
- Ensuring the future community will have early access to a range of existing community and built infrastructure services in the nearby area, including open spaces, schools and community centres in the Jetty Road Growth Area.
- Providing for an increase in overall housing supply within the Geelong area.
- Ensuring the early delivery of the upgrade of Tivoli Drive to alleviate existing traffic pressures within the local community.

The rezoning of the subject land is consistent with the State and Local Planning Policy in relation to the proposed urban growth of Stage 2 Jetty Road, Curlewis. The proposal is consistent with the Draft Final SPP for the Bellarine Peninsula.

The proposal will give rise to the future development of a conventional residential consistent with recommendations of the Jetty Road Structure Plan Map and has significant strategic planning support.

The proposal is supported by a number of technical reports that demonstrate the land's appropriateness to facilitate future residential growth.

For the reasons outlined in this report, it is considered the rezoning of the subject land, is appropriate and should therefore be supported by Council.

11 Appendix A Draft Explanatory Report

What the amendment does

The amendment proposes to rezone the land from Farming Zone and Rural Living Zone to General Residential Zone Schedule 1 and applies the Development Plan Overlay and the Development Contributions Plan Overlay to all of the land, and the Environmental Audit Overlay to part of the land.

Specifically, the amendment proposes to amend the Greater Geelong Planning Scheme as follows:

Mapping changes

- Amend Map 59 to rezone the land from Farming Zone (FZ) and Rural Living Zone (RLZ) to General Residential Zone Schedule 1 (GRZ1).
- Amend Map 59DPO to apply the Development Plan Overlay Schedule 38 to the land proposed to be rezoned.
- Insert Map 59EAO to apply the Environmental Audit Overlay to part of the land proposed to be rezoned.
- Amend Map 59DCPO to apply the Development Contributions Plan Overlay Schedule 39 to the land proposed to be rezoned.
- Amend Map 59SCO to apply the Specific Control Overlay Schedule 1 to the land to activate the Small Lot Housing Code.

Insert a new Schedule 38 to Clause 43.04 Development Plan Overlay that will apply to the land proposed to be rezoned.

Insert a new Schedule 3 to Clause 45.06 Development Contributions Plan Overlay that will apply to the land proposed to be rezoned.

Insert a new Incorporated Specific Control into the Scheme to activate the Small Lot Housing Code.

Strategic assessment of the amendment

Why is the amendment required?

The amendment is required to facilitate urban growth of the Jetty Road Stage 2 precinct in accordance with the Drysdale/Clifton Springs Structure Plan and the Jetty Road Urban Growth Plan at Clause 11.03-6L-01 of the Greater Geelong Planning Scheme.

The proposal is supported by the relevant state, regional, and local planning policy framework and achieves a net community benefit by facilitating growth in an appropriate location, within a long-standing settlement boundary. The amendment will contribute to the sustainable growth of a designated district town.

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

The amendment implements the objectives of planning in Victoria (sections 4(1) and 12(1)(a) of the Act) by:

- Providing for the fair, orderly, economic and sustainable use and development of land.
- The amendment will align the zoning of the land with the strategic direction of policy as outlined in the Drysdale/Clifton Springs Structure Plan and Jetty Road Urban Growth Plan.
- Providing for the protection of natural and human-made resources.
- The amendment demonstrates that the development of the precinct can be achieved with protection of significant vegetation and waterways.
- Securing a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.
- The amendment, through the proposed planning scheme provisions, will result in improved public access to the foreshore, the provision of public open space, and pedestrian and cycle networks that will contribute to a well designed and high quality urban environment.
- Protecting public utilities and other assets
- There are no existing public utilities on the site for protection.
- Facilitating development in accordance with the above objectives
- The proposed planning zones and overlays will ensure that the above objectives are met in future development of the land.

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

The amendment appropriately addresses environmental, social and economic effects as outlined below:

The land has historically been used for farming and agricultural purposes. Remaining native vegetation consists of a number of scattered trees. These will be retained in open space and reserves where possible.

The Preliminary Risk Screening Assessment (PRSA) confirms that there are a number of areas for potential contamination based on historical farming practices, and an Environmental Audit Overlay has been applied to part of the land. This is the appropriate process under the new EPA Act and Regulations.

Development of this precinct will deliver contributions towards identified social and community infrastructure.

The submitted Traffic Assessment demonstrates that the additional traffic movements associated with the development can be accommodated by the existing road network and proposed upgrades to Tivoli and Greenvale Drives. The development will also make use of the recently upgraded signalised intersection at Portarlington Road but will increase the intersection capacity by providing additional turning lane length.

Does the amendment address relevant bushfire risk?

The land is currently within a designated Bushfire Prone Area, however, is not affected by any relevant overlays.

A Bushfire Risk Assessment by South Coast Bushfire Consultants has assessed the hazards from surrounding landscape (farming land to the west) can be managed and that the intended use of the land for residential purposes is appropriate. The interface to McDermott Road and Portarlington Road in particular will include a setback to buildings to meet bushfire risk management objectives.

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

The amendment complies with the requirements of the Ministerial Direction – The Form and Content of Planning Schemes (section 7(5) of the Act) and Ministerial Direction No. 11 (Strategic Assessment of Amendments).

The amendment is consistent with the Ministerial Direction No.17 – Localised Planning Statements which requires a planning authority to have regard to the relevant adopted Localised Planning Statement and include in the explanatory report a discussion of how the amendment implements the adopted Localised Planning Statement.

The Bellarine Peninsula Localised Planning Statement requires that the growth of Drysdale/Clifton Springs should be directed to the west in the Jetty Road Urban Growth Area. This is the area that is subject to this Amendment. The proposed amendment and its subsequent development in line with its designation as a growth area will ensure maintenance of the non-urban breaks and protection of the key natural environment features as expressed in the Planning Statement.

The amendment complies with Ministerial Direction No. 1 – Potentially Contaminated Land. Majority of the land has been used for a range of farming and agricultural uses historically and there is a risk of contamination associated with those uses.

Preliminary Risk Screen Assessments (PRSA) have been completed for part of the land subject to the amendment. The PRSAs identify where an audit is required, or not, and defines the scope of the audit. The amendment proposes to introduce an Environmental Audit Overlay on areas where an audit is required.

On land that has not been the subject of a PRSA, the proposed Development Plan Overlay Schedule will require that it is provided prior to approval of a Development Plan.

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

The amendment is consistent with the intent of the Planning Policy Framework (PPF) and supports its implementation implementing the following policies:

Clause 11 Settlement – The amendment supports this policy as it will facilitate residential growth in an orderly manner within the established township of Drysdale/Clifton Springs with access to recreational, community, schooling and retail services. The amendment is delivering on the planned extension to the township identified in the Drysdale/Clifton Springs Structure Plan and Jetty Road Growth Plan which form part of the PPF.

Clause 11.07 Geelong (G21) Regional Growth – As Drysdale/Clifton Springs is identified as an area to ‘Support planned growth and reinforce the role of distinct town’, the amendment is implementing this policy.

Clause 13.04-1S – Contaminated and potentially contaminated land: part of the site is determined to be potentially contaminated, and the amendment seeks to apply the Environmental Audit Overlay or a requirement for a PRSA consistent with Ministerial Direction No. 1.

Clause 16 – The amendment accords with this policy as it facilitates a serviced housing development within the town boundary and will ultimately provide a range of lot sizes to meet the varying needs of the community.

Clause 19.03-3 Stormwater – The amendment supports this policy as it will manage stormwater from the site through the subject land and via incorporation of water-sensitive urban design techniques to reduce run-off and peak flows and integrate stormwater treatment.

How does the amendment support or implement the Municipal Planning Strategy?

The amendment implements the Municipal Planning Strategy, in particular the vision to facilitate “sustainable development that supports population growth and protects the natural environment”. It directs and contains growth in a location identified for that purpose in the PPF.

The amendment will also implement the strategic direction to maintain and enhance waterways and improve the quality of stormwater runoff from urban developments. The development of the land will include significant investment in stormwater management assets and landscaping of linear open space corridors along the waterways.

The amendment does not seek to change the strategic direction of the MPS.

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

The amendment makes proper use of the Victoria Planning Provisions by:

Use of the General Residential Zone Schedule 1 (GRZ). The GRZ encourages a diversity of housing types and growth and is considered to be the most appropriate planning tool to facilitate residential development. The zone provides opportunities for some commercial uses, subject to a planning permit, abutting an arterial road (Portarlinton Road).

Use of the GRZ is also consistent with the recently developed land to the east of the site (Jetty Road Stage 1). Use of the Development Plan Overlay (DPO). The DPO schedule introduces a number of requirements that are appropriate to be considered at a master plan stage prior to a planning permit being issued, but that do not need to be resolved at planning scheme amendment stage. It was used in Stage 1 Jetty Road immediately to the east of the subject land, and many other growth areas in the Bellarine Peninsula.

Use of the Environmental Audit Overlay (EAO). The purpose of the EAO is to ensure that potentially contaminated land is suitable for a use which could be adversely affected by contamination. PRSA reports have been completed for majority of the subject land. These identify areas of potential contamination that require further testing through an audit process. The amendment proposes to apply the Environmental Audit Overlay to those areas.

How does the amendment address the views of any relevant agency?

The Corangamite Catchment Management Authority has provided general support for the amendment in regard to the treatment and management of designated waterways. The Environment Protection Authority has been consulted during the preparation of the Preliminary Risk Assessments (PRSA) to ensure they met the new EPA requirements.

Does the amendment address relevant requirements of the Transport Integration Act 2010?

The amendment is not expected to have a significant impact on the transport system as defined by the Act. It is an extension of an existing urban area. The submitted traffic report confirms that the existing road network with identified upgrades can accommodate the anticipated traffic movements. Upgrades to the connector road network as identified in the Development Contributions Plan will facilitate an expansion of the bus network to service the precinct.

Resource and administrative costs

What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?

The amendment is expected to have minimal impacts to the resource and administrative costs of the responsible authority. The precinct is largely owned by a small number of property owners, which will result in a small number of development plan and planning permit applications over time.