

GREATER GEELONG PLANNING SCHEME

AMENDMENT C387GEE

EXPLANATORY REPORT

Overview

This amendment seeks to facilitate the planned residential development of land on the western edge of Drysdale-Clifton Springs-Curlewis. The land is referred to as the *Jetty Road Urban Growth Area* (Stage 2) in the Greater Geelong Planning Scheme and follows the recent completion of stage 1 which delivered over 1700 lots.

The amendment does this by rezoning 150 hectares of Farming and Rural Living zoned land to the General Residential Zone; and applying the Development Contributions Plan Overlay and Development Plan Overlay. Several parcels are proposed to be applied with the Environmental Audit Overlay to manage potentially contaminated land.

Where you may inspect this amendment

The amendment can be inspected free of charge at the City of Greater Geelong website at www.geelongaustralia.com.au/amendments/

The amendment is available for public inspection, free of charge, during office hours at the following places:

- City of Greater Geelong, Customer Service Centre, Borongook Drysdale Library, 10 Wyndham Street, Drysdale - 9.00am to 5.00pm weekdays
- By appointment during office hours at: City of Greater Geelong, Wurriki Nyal, 137-149 Mercer Street, Geelong – Monday to Friday 8am to 5pm

The amendment can also be inspected free of charge at the Department of Transport and Planning website at <http://www.planning.vic.gov.au/public-inspection> or by contacting the office on 1800 789 386 to arrange a time to view the amendment documentation.

Submissions

Any person may make a submission about the amendment to the planning authority. Submissions about the amendment must be received by Monday 18 December 2023.

A submission must be sent to:

The Coordinator
Strategic Implementation
City of Greater Geelong

- either by mail to: PO Box 104, GEELONG VIC 3220
- or lodged online at: www.geelongaustralia.com.au/amendments

Panel hearing dates

In accordance with Clause 4(2) of Ministerial Direction No.15, the following panel hearing dates have been set for this amendment:

- directions hearing: week commencing 11 March 2024
- panel hearing: week commencing 22 April 2024

Details of the amendment

Who is the planning authority?

This amendment has been prepared by the City of Greater Geelong, which is the planning authority for this amendment.

The amendment has been made at the request of SOHO Living, Stockland and APD Projects.

Land affected by the amendment



Figure 1: Jetty Road Urban Growth Area, Curlewis – Stage 2 land

The amendment applies to all land within the shaded red area as shown in Figure 1. This land makes up 50 per cent of the total area known as the *Jetty Road Urban Growth Area* in the Greater Geelong Planning Scheme.

The Jetty Road Stage 2 area contains 20 land titles spread over 150 hectares. The land can logically be categorised into two distinct precincts – a Rural Living Zone precinct south of the Bellarine Rail Trail and an active Farming Zone precinct north of the Bellarine Rail Trail extending to Port Phillip Bay.

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 Bay, south to the Bellarine Rail Trail and Curlewis Golf Course and west to McDermott Road which marks the extent of the Drysdale-Clifton Springs-Curlewis protected settlement boundary. Single dwellings are developed on the two northernmost parcels.

Land located west of McDermott Road and north of the Curlewis Golf Course is described as cleared farming zone land.

The rural living precinct is generally square in shape with an overall area of 51.5 hectares. It is bounded by the Bellarine 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.

The precinct is made up of fifteen individual parcels most of which are typical rural residential lots containing a mix of dwelling types, sheds and outbuildings and planted trees and landscaped garden areas. Larger parcels traditionally used for agriculture. Each property has its own access to either Tivoli Drive, Jetty Road, Hackwill Place or Portarlington Road.

A mapping reference table is attached at Attachment 1 to this 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 apply Development Plan Overlay and Development Contributions Plan Overlay schedules, as well as applying an Environmental Audit Overlay to part of the land.

The amendment also proposes to incorporate the Jetty Road Urban Growth Area Stage 2 Development Contributions Plan, October 2023, into the planning scheme.

Specifically, the amendment makes the following changes:

Zoning maps

- Amend Planning Scheme Map 59 to rezone the land from Farming Zone (FZ) and Rural Living Zone (RLZ) to General Residential Zone Schedule 1 (GRZ1).

Overlay maps

- Amend Planning Scheme Map 59DPO to apply the Development Plan Overlay Schedule 46 to the land.
- Amend Planning Scheme Map 59DCPO to apply the Development Contributions Plan Overlay Schedule 9 to the land.
- Insert Planning Scheme Map 59EAO to apply the Environmental Audit Overlay to the land.

Planning scheme ordinance

- Insert a new Schedule 46 to Clause 43.04 Development Plan Overlay that will apply to the land.
- Insert a new Schedule 9 to Clause 45.06 Development Contributions Plan Overlay that will apply to the land.
- Amend the Schedule to Clause 72.03 What does this planning scheme consist of? to include a new map 59EAO.
- Amend the Schedule to Clause 72.04 Documents Incorporated in this Planning Scheme to include the *Jetty Road Urban Growth Area Stage 2 Development Contributions Plan*.

Strategic assessment of the amendment

Why is the amendment required?

The amendment is required to facilitate urban development 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 in the Bellarine Peninsula Statement of Planning Policy, July 2023.

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, the Jetty Road Urban Growth Plan and the Bellarine Peninsula Statement of Planning Policy.

- *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 zone 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 was historically cleared for farming however there is some remaining native vegetation, consisting of scattered trees and remnant patches. Existing native vegetation will be retained in open space and reserves. There is an unnamed designated waterway that traverses the site which will form part of the stormwater drainage and open space network, improve water quality and provide riparian habitat. The waterway corridor reserve will be constructed consistent with the Melbourne Waterway Guidelines.
- Rezoning will facilitate privately owned land adjacent to the foreshore and extending 100 metres south from the top of the foreshore escarpment to be set aside as a public reserve. This is a rare opportunity to rehabilitate coastal land and provide improved environmental and community outcomes.
- Preliminary Risk Screening Assessments (PRSA) prepared for part of the land confirms that there are areas of potential contamination based on historical farming practices. It is proposed

to apply an Environmental Audit Overlay where the PRSA finds an environmental audit is required and to land not assessed by a PRSA.

- Development of the growth area will deliver contributions towards identified social and community infrastructure. Affordable housing will be provided, and more generally, the amendment will facilitate new housing supply on the Bellarine Peninsula. Subdivision and housing construction provides a stimulus to the local economy and new residents will support the viability of the Curlewis Neighbourhood Activity Centre including opportunities to expand its retail offer.
- Cultural Heritage Management Plans (CHMP) were prepared for some of the land north and south of the Bellarine Rail Trail. Several new places have been included on the Victorian Aboriginal Heritage Register and artefacts found on a sand dune area directly north of the rail trail will be protected in a reserve where no ground disturbance is permitted. An Aboriginal reserve will also be created on a small patch of land close to Portarlington Road.
- The supporting traffic assessments demonstrate that the additional traffic movements associated with future development can be accommodated by the existing road network and proposed duplication of Tivoli Drive and Greenvale Drive. The duplication of this road will enable a bus route to be centrally located to serve all growth area residents. The development will also make use of the recently upgraded signalised intersection at Portarlington Road.

Does the amendment address relevant bushfire risk?

The land is currently within a designated Bushfire Prone Area however it is not applied with a Bushfire Management Overlay in the planning scheme.

Bushfire risk assessments by South Coast Bushfire Consultants have assessed how 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 future north-south road south of Coriyule Road will include setbacks 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 complies 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 (BPLPS) requires that the growth of Drysdale/Clifton Springs is directed to the west (i.e., in the Jetty Road Urban Growth Area). This is the area subject to the amendment. The 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 (*note: approval of the Bellarine Peninsula Statement of Planning Policy, July 2023 by the Governor in Council on 8 August 2023, will require an update to MD17*).

The amendment complies with Ministerial Direction No. 1 (MD1) – Potentially Contaminated Land.

The 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. The *Jetty Road Urban Growth Plan 2008* identified dieldrin used in potato farming as a potential risk of pesticide contamination.

In accordance with *Planning Practice Note 30, July 2021 (PPN30)*, land controlled by the proponents or where landowner consent was given to the proponents, Preliminary Risk Screen Assessments (PRSA) have been completed by EHS Support Pty Ltd. The reports find that part of the land within the assessment areas are potentially contaminated and require an environmental audit. The PRSAs further

define the scope of an audit. The land that is not potentially contaminated is clearly delineated in the PRSAs and not subject to further assessment or remediation.

On the basis of land contamination assessments, the planning authority has determined all land proposed to be rezoned to be potentially contaminated, other than the areas identified in the PRSAs where an audit is not required, and to a portion of 91-125 Coriyule Road where an Environmental Audit Statement has been issued.

MD1 contains specific requirements for land which is determined to be potentially contaminated. Additional requirements apply for land proposed to be used for sensitive uses, defined as residential uses, child-care centres, kindergartens, pre-school centres or primary schools, even if ancillary to another use, and for secondary schools and children's playgrounds. Where an amendment allows these uses (whether or not subject to a permit) a process under the environmental audit system, administered by the Environment Protection Authority, is required to demonstrate that the land is suitable for its intended use.

In accordance with MD1 an Environmental Audit Overlay is proposed for land assessed by the EHS Support Pty Ltd PRSAs as requiring an environmental audit. On land that has not been the subject of a PRSA, an Environmental Audit Overlay will also be applied.

This approach is consistent with MD1 and PPN30, which allows a PRSA or environmental audit statement to be deferred where the planning authority determines it to be difficult or inappropriate to do so at the amendment stage. The planning authority has made this determination guided by PPN30. The Environmental Audit Overlay is the primary deferral mechanism in response to PPN30.

The amendment also complies with the requirements of the following Ministerial Directions:

- Direction No. 15 The Planning Scheme Amendment Process.
- Direction No. 19 - Part A: The Preparation and Content of Amendments that may Significantly Impact the Environment, Amenity and Human Health.
- Preparation and Content of Development Contributions Plans.

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

The amendment is consistent with the Planning Policy Framework (PPF) and supports its implementation by:

- Clause 11 Settlement – the amendment supports this policy as it will facilitate residential growth in an orderly manner within the established town of Drysdale-Clifton Springs with access to recreational, community, schooling and retail services. The amendment is delivering on the planned extension to the town identified in the *Drysdale-Clifton Springs Structure Plan* and *Jetty Road Urban Growth Plan* maps at Clause 11.03-6L-01.
- Clause 11.01-1R Geelong (G21) Regional Growth – as Drysdale-Clifton Springs is identified as an area to 'Support planned growth and reinforce the role of distinct towns', the amendment is implementing this policy.
- Clause 12.02-1L Protection of coastal areas – the amendment will facilitate the transfer of foreshore land into public ownership. This will deliver on strategies to increase access to the foreshore environment and provide a buffer to accommodate coastal recession, stabilisation and rehabilitation.
- Clause 12.03-1S River and riparian corridors, waterways, lakes, wetlands and billabongs – part of the land is traversed by a designated waterway that will be incorporated into residential subdivision design as a reserve. The amendment accords with strategies to protect waterways and ensure development responds to the significant environmental, aesthetic and open space and recreational benefits of waterways.
- Clause 15.01-1S Urban design and Clause 15.01-3S Subdivision design – the objective of these policies is to create urban environments that are safe, functional, contribute to a sense of place and respond to climate related hazards. The proposed development framework plan has appropriately

responded to the site's context and landscape features. Off-road trails will link the foreshore to the Bellarine Rail trail and nearby community facilities, and native habitat will be protected to provide nature in urban areas.

- Clause 16 Housing – planning should provide for housing diversity and ensure the efficient provision of supporting infrastructure. Clauses 16.01-3S and 16.01-4S seek to provide for a range of housing types and deliver more affordable housing close to services. The Curlewis neighbourhood activity centre is easily accessed and there are nearby schools and other community facilities. The additional housing supply will improve the range of housing stock and affordability in the town. The amendment is consistent with this policy as it will facilitate serviced housing development.
- Clause 18.01 Land use and transport – the amendment supports this policy as future development will be designed to ensure that vehicle, walking and cycling networks are safe, attractive and connect with the broader neighbourhood. The traffic assessments have identified a need to deliver Tivoli Drive and Greenvale Drive early and road designs will support forecast increases in traffic volumes and facilitate a new bus route.
- Clause 19.03-1S Development and infrastructure contributions plans – preparation of the *Jetty Road Urban Growth Area Stage 2 Development Contributions Plan* will guide the delivery of identified shared infrastructure, such as drainage basins, roadworks and the provision of public open space. Levies will also contribute towards construction of the Drysdale Regional Community and Learning Hub.
- Clause 19.03-3S Integrated water management – 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 volume run-off and peak flows and integrate stormwater treatment. The proposed constructed waterway corridor reserve accords with strategies to integrate water into the urban landscape.

On 29 October 2019, the Bellarine Peninsula was declared a Distinctive Area and Landscape under the *Planning and Environment Act 1987* Part 3AAB. The declaration triggered the requirement to prepare a Statement of Planning Policy (SPP).

The *Bellarine Peninsula SPP, July 2023* is operational and forms part of the Victoria Planning Provisions. As a Responsible Public Entity for managing land in the declared area, Council must act consistently with the SPP in accordance with section 46AV(1)(c) – objectives are binding and strategies are not binding (they are recommendations which must be given regard). The Minister for Planning cannot approve a planning scheme amendment that is inconsistent with the SPP.

The proposal is consistent with the SPP for the following reasons:

Objective 8 relates to the chapter on settlements and states:

To plan and manage the sustainable development of settlements in the declared area consistent with the protection of the area's landscape significance, environment and biodiversity values, Wadawurrung living cultural heritage and historic heritage values and consistent with the unique character and hierarchy designation of each settlement.

Drysdale-Clifton Springs-Curlewis is designated as a District Town that provides a diversity of housing, services and employment. The Amendment land is located within the town's protected settlement boundary and identified as 'future urban areas'. The proposed rezoning is the result of comprehensive planning and infrastructure assessments that protects and enhances cultural heritage, significant natural features and biodiversity values.

Regard has been given to relevant strategies to achieve SPP objectives:

- *Aboriginal cultural heritage – Wadawurrung Country: Strategy 1.1; Strategic Infrastructure: Strategy 7.2*

The amendment identifies, conserves and enhances Wadawurrung living cultural heritage: places, landscapes and waterways (including unnamed waterways).

- *Settlements: Strategy 8.1; Landscapes: Strategy 3.2*

Future urban development is directed to a designated district town and green breaks / rural areas are safeguarded.

- *Settlements: Strategies 8.1, 8.3*

The amendment land is designated for future urban growth and within the SPP Drysdale-Clifton Springs-Curlewis protected settlement boundary.

- *Settlements: Strategy 8.4*

The amendment includes planning controls to ensure the future urban area will incorporate urban-rural transition treatments to its western boundary, as well the Bellarine Rail Trail, Portarlington Road and the coastal foreshore.

- *Landscapes: Strategy 3.7; Settlements: Strategies 8.2, 8.6, 8.5; Environment & Biodiversity: Strategies: 2.2, 2.3, 2.4, 2.6; Environmental Risk & Resilience: Strategies 4.1, 4.2, 4.3, 4.4, 4.6*

The amendment conserves and increases native coastal and indigenous vegetation, including along the foreshore and waterway corridor. The amendment facilitates the setting aside of new reserves for coastal stability and revegetating land. Vegetation protection and ecological restoration works will also create and improve bio-links for native flora and fauna. Future housing development must provide appropriate low-threat setbacks to address bushfire risk from agricultural land to the west.

- *Strategic Infrastructure: Strategies 7.4, 7.5, 7.6*

The amendment utilises Portarlington Road as the key transport corridor between the growth area and Geelong. The amendment will deliver improved walking, cycling and public transport infrastructure, as well as the early upgrading of Tivoli Drive and Greenvale Drive to cater for predicted traffic volumes.

- *Settlements: Strategies 8.7, 8.8, 8.9*

The amendment ensures development will achieve best practice environmentally sustainable design and deliver affordable and social housing. The increase in population will support the Curlewis neighbourhood activity centre, infrastructure will be delivered as required by the Development Contributions Plan, and opportunities for new commercial development and employment are facilitated.

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

The amendment supports the Municipal Planning Strategy (MPS), in particular the land use and development aspiration to facilitate “*sustainable development that supports population growth and protects the natural environment*” (Clause 02.02). It directs and contains growth in a location identified for that purpose.

The amendment implements several Strategic Directions at Clause 02.03, namely:

- Settlement – direct and contain growth within identified locations across the municipality.
- Bellarine Peninsula – support and preserve the individual character, identity, role and function of each Bellarine Peninsula township.
- Biodiversity, waterways and coastal areas – (1) protect, restore and enhance biodiversity and natural systems; (2) protect and enhance waterways; (3) protect, maintain and enhance the coast; and (4) reduce the amount of runoff from urban development and improve the quality of stormwater runoff entering waterways and marine waters.
- Bushfire – ensure that development in susceptible areas responds to the risk of bushfire.
- Built environment – (1) support the design and provision of healthy, walkable neighbourhoods; (2) encourage environmentally sustainable design in all development; and (3) encourage all development to provide high quality urban design and landscaping.

- Heritage – conserve and enhance individual heritage places and areas of pre-contact heritage significance.
- Housing – (1) ensure housing diversity is achieved in growth area communities; and (2) increase the level of affordable and social housing in Greater Geelong.
- Transport – (1) support the development of a safe, accessible, equitable and efficient traffic network; (2) support the delivery of safe, accessible linkages within towns that encourage walking, cycling and the use of alternative modes of transport; and (3) facilitate the early provision of public transport infrastructure and services in all growth areas.
- Infrastructure – (1) develop a comprehensive, safe and accessible open space network; and (2) ensure that development and community infrastructure is provided or upgraded in a sustainable and timely manner in all areas, with particular regard to the servicing of new communities in urban growth areas.

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 (Portarlington Road).

Use of the GRZ is consistent with the developed residential land to the immediate east of the site (Jetty Road Urban Growth Area Stage 1).

Use of the Development Plan Overlay (DPO)

The purpose of the DPO 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. Several owners make up the subject land which means it is essential for development to occur in a planned and coordinated manner.

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. A DPO was applied to the Stage 1 Jetty Road Growth Area (DPO20) immediately to the east of the subject land and has also been successfully applied in other residential growth areas on the Bellarine Peninsula.

The exhibited DPO Schedule framework plan (and various planning and technical reports) provides the community with an understanding of future development and provides opportunity for submissions on the plan as part of the amendment process. Once the amendment is approved, the DPO will allow the responsible authority to decide on subdivision and development applications without the need to further give public notice.

Use of the Development Contributions Plan Overlay (DCPO)

The purpose of a DCPO is to identify areas which require the preparation of a development contributions plan for the purpose of levying contributions for the provision of works, services and facilities before development can commence.

Shared infrastructure has been identified in the *Jetty Road Urban Growth Area Stage 2 Development Contributions Plan* (DCP) which will become an incorporated document in the Planning Scheme. The DCP lists the infrastructure items required to service the future residents, states timing of delivery and calculates a development contribution rate.

Use of the Environmental Audit Overlay (EAO)

The purpose of an EAO is to ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination. The land has a history of agricultural land uses that need to be appropriately managed prior to allowing sensitive uses, namely residential. The EAO is the primary deferral mechanism to manage potentially contaminated land where the Planning Authority

has determined it to be difficult or inappropriate to undertake a PRSA or environmental audit at the amendment stage.

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

The Corangamite Catchment Management Authority (CCMA) were involved in the preliminary stormwater management planning for the growth area. The CCMA has designated the onsite waterway (and dams) and advised that any works within, above or below the bed and banks of a designated waterway require a Works on Waterways Permit from the CCMA prior to commencement.

The CMA supports the proposed framework plan to include open space around the waterway. The CCMA provided advice on stream buffer requirements, flood modelling, dam removal, treatment and integrated water opportunities, which form part of the Development Plan Overlay Schedule.

The Environment Protection Authority (EPA) was consulted during the preparation of the Preliminary Risk Screen Assessments (PRSA) to ensure they met the requirements of the *Environment Protection Act*. The EPA and Department of Transport also provided advice on applying the Environmental Audit Overlay.

Regarding management of potentially contaminated land by the planning system, the EPA and the Department of Transport and Planning advise that application of the Environmental Audit Overlay (EAO) is the purpose-built control to effectively defer environmental audit system requirements.

There is general support for the rezoning from service authorities, the Country Fire Authority, the (former) Department of Environment, Land, Water and Planning and the Department of Transport. The Department of Transport advise that Tivoli Drive and Greenvale Drive is a recommended route path for local buses. The amendment includes provision for these roads to be duplicated and designed bus capable.

The Department of Education and Training said they have no comments at the pre-amendment stage but would like the opportunity to make a formal submission when the amendment is exhibited.

Government agencies and authorities will be able to further review the amendment documentation when it is exhibited and may provide a written submission.

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 that has been planned.

The submitted traffic engineering report confirms that the existing road network, with identified upgrades, can accommodate the anticipated traffic volumes and movements. Upgrade to the primary on-site connector roads (Tivoli Drive and Greenvale Drive) will enable expansion of the public bus network to service the precinct.

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

The amendment will have minimal impact on Council's resource and administrative costs as it represents an expected strategic planning outcome for the land.

ATTACHMENT 1 - Mapping reference table

Location	Land Affected	Mapping Reference	Address	Proposed changes		
				Zone	Overlay	Deletion
Jetty Road Growth Area Stage 2	Active farming land with dwelling (33 ha) extending to the bay	Greater Geelong C387ggee 003znMap59 Exhibition Greater Geelong C387ggee 002dpoMap59 Exhibition Greater Geelong C387ggee 001dcpoMap59 Exhibition Greater Geelong C387ggee 004deaoMap59 Exhibition	102-170 McDermott Road, Curlewis	Rezone from FZ to GRZ1	DPO46 DCPO9 EAO	Nil
Jetty Road Growth Area Stage 2	Active 11.8 ha farming land with dwelling	Greater Geelong C387ggee 003znMap59 Exhibition Greater Geelong C387ggee 002dpoMap59 Exhibition Greater Geelong C387ggee 001dcpoMap59 Exhibition Greater Geelong C387ggee 004deaoMap59 Exhibition	72-100 McDermott Road, Curlewis	Rezone from FZ to GRZ1	DPO46 DCPO9 EAO	Nil
Jetty Road Growth Area Stage 2	Land (2 parcels) traditionally used for cropping with a total area of 26 ha. No dwelling	Greater Geelong C387ggee 003znMap59 Exhibition Greater Geelong C387ggee 002dpoMap59 Exhibition Greater Geelong C387ggee 001dcpoMap59 Exhibition Greater Geelong C387ggee 004deaoMap59 Exhibition	32-70 McDermott Road, Curlewis	Rezone from FZ to GRZ1	DPO46 DCPO9 EAO	Nil
Jetty Road Growth Area Stage 2	Land traditionally used for cropping (25.8 ha). No dwelling	Greater Geelong C387ggee 003znMap59 Exhibition Greater Geelong C387ggee	91-125 Coriyule Road, Curlewis	Rezone from FZ to GRZ1	DPO46 DCPO9	Nil

Location	Land Affected	Mapping Reference	Address	Proposed changes		
				Zone	Overlay	Deletion
		002dpoMap59 Exhibition Greater Geelong C387ggee 001dcpoMap59 Exhibition				
Jetty Road Growth Area Stage 2	Rural living properties (11) between 1.4 ha and 3.9 ha in area located in precinct bounded by Tivoli Drive, Bellarine Rail Trail, Jetty Rd/ Hackwill Place and Portarlington Rd	Greater Geelong C387ggee 003znMap59 Exhibition Greater Geelong C387ggee 002dpoMap59 Exhibition Greater Geelong C387ggee 001dcpoMap59 Exhibition Greater Geelong C387ggee 004deaoMap59 Exhibition	276-290 Jetty Road, Curlewis 292-300 Jetty Road, Curlewis 2-8 Hackwill Place, Curlewis 12-18 Hackwill Place, Curlewis 20-40 Hackwill Place, Curlewis 1481-1489 Portarlington Road, Curlewis 1471-1479 Portarlington Road, Curlewis 1451-1459 Portarlington Road, Curlewis 1441-1449 Portarlington Road, Curlewis 1431-1439 Portarlington Road, Curlewis 1425-1429 Portarlington Road, Curlewis	Rezone from RLZ to GRZ1	DPO46 DCPO9 EAO	Nil
Jetty Road Growth Area Stage 2	Former 19 hectare farming land consisting of four parcels with frontage to Tivoli Drive, Bellarine Rail Trail and Portarlington Rd (note: within RLZ precinct)	Greater Geelong C387ggee 003znMap59 Exhibition Greater Geelong C387ggee 002dpoMap59 Exhibition Greater Geelong C387ggee	1421-1423 Portarlington Road, Curlewis	Rezone from RLZ to GRZ1	DPO46 DCPO9 EAO (Part)	Nil

Location	Land Affected	Area	Mapping Reference	Address	Proposed changes		
					Zone	Overlay	Deletion
			001dcpoMap59 Exhibition Greater Geelong C387ggee 004deaoMap59 Exhibition				