

GREATER GEELONG PLANNING SCHEME
AMENDMENT C413
EXPLANATORY REPORT

Who is the planning authority?

This amendment has been prepared by the Minister for Planning who is the planning authority for this amendment.

The amendment has been made at the request of Major Road Projects Victoria (MRPV), a project team within the Major Transport Infrastructure Authority (MTIA), an administrative office in the Department of Transport established under the *Public Administration Act 2004*.

Land affected by the Amendment

The amendment applies to the land required for the Barwon Heads Road (Settlement Road to Reserve Road) Duplication Project (project), shown as SCO8 on Planning Scheme Map Nos. 53SCO, 54SCO and 67SCO in the Greater Geelong Planning Scheme (project land).

The project land includes the road reservation and intersections along Barwon Heads Road between Settlement Road, Belmont, and Reserve Road, Marshall, the Melbourne-Warrnambool rail line land where it intersects with Barwon Heads Road and the land to be acquired.

A map of the project area is provided at Figure 1.

Barwon Heads Road

Settlement Road - Reserve Road

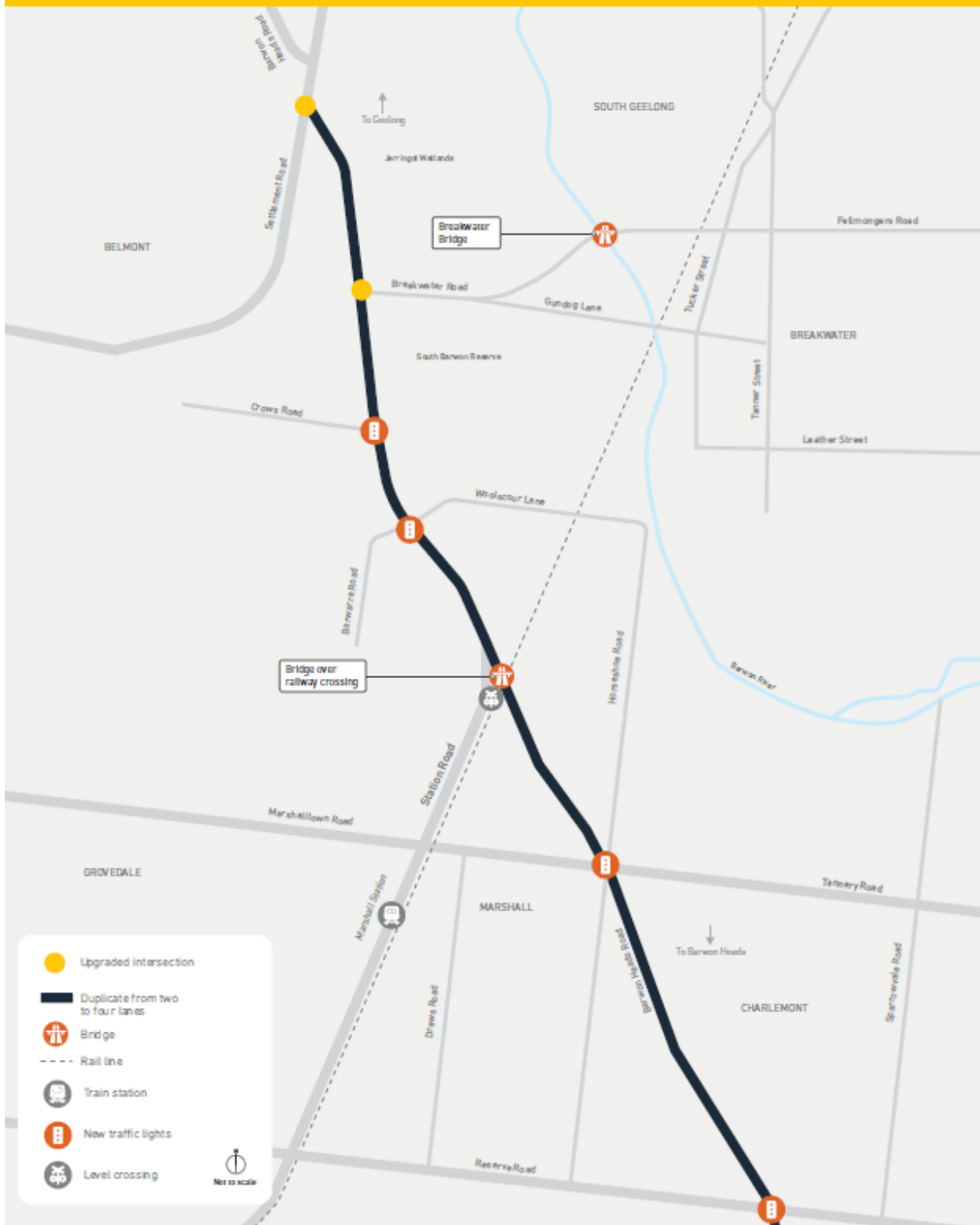


Figure 1: Barwon Heads (Settlement Road to Reserve Road) Duplication Project

What the amendment does

The amendment facilitates the use and development of:

- the duplication of Barwon Heads Road between Settlement Road Belmont and Reserve Road Marshall; and

- the grade separation of Melbourne-Warrnambool rail line where it intersects with Barwon Heads Road, Marshall

without the requirement for planning permits in accordance with the *Barwon Heads (Settlement Road to Reserve Road) Duplication Project Incorporated Document, DRAFT FOR CONSULTATION* and for the acquisition of land required for the project.

The incorporated document contains conditions requiring particular plans and documents, including an environmental management framework, to be prepared before buildings and works (other than preparatory buildings and works) can commence.

The amendment makes the following changes to the planning scheme:

- Amends the Schedule to Clause 45.12 (Specific Controls Overlay) of the Greater Geelong Planning Scheme to insert Schedule 8 and a new Incorporated Document titled *Barwon Heads Road (Settlement Road to Reserve Road) Duplication Project Incorporated Document, DRAFT FOR CONSULTATION* (Incorporated Document) to exempt all use and development associated with the project from the need for a planning permit, subject to conditions.
- Applies the Specific Controls Overlay (SCO8) to the project area and inserts new Planning Scheme Map Nos. 53SCO, 54SCO and 67SCO into the planning scheme.
- Applies the Public Acquisition Overlay (PAO15) to enable the acquisition of land required for the project and amends Planning Scheme Map Nos. 54PAO and 67PAO.
- Amends the Schedule to Clause 72.03 (What does this Scheme Consist Of?) of the planning scheme to insert reference to the new Planning Scheme Map Nos. 53SCO, 54SCO and 67SCO.
- Amends the Schedule to Clause 72.04 (Table of Documents Incorporated in this Planning Scheme) of the planning scheme to list the Incorporated Document.

Strategic assessment of the Amendment

Why is the Amendment required?

This amendment is required to facilitate the timely and coordinated delivery of the project by MRPV in accordance with the commitment from the Victorian Government to duplicate Barwon Heads Road between Settlement Road and Reserve Road, including development of a road bridge to remove the existing level crossing of the Melbourne-Warrnambool railway line at Marshall.

The main features of the project include:

- The duplication of Barwon Heads Road between Settlement Road and Reserve Road to support the Armstrong Creek Urban Growth Area (ACUGA).
- Grade separation of Melbourne-Warrnambool rail line where it intersects with Barwon Heads Road.
- New shared use path (SUP) along the length of the project.
- Upgrade of Settlement Road and Breakwater Road intersections.
- New traffic lights at Crows, Barwarre, Marshalltown and Reserve Roads intersections.
- New street lighting, road signage and landscaping along the project length.
- New drainage and utility service upgrades and relocations.

Geelong is the major commercial hub for the south west of Victoria and a gateway to the Surf Coast, Great Ocean Road and the Bellarine Peninsula. The current population of approximately 239,000 is expected to grow to approximately 320,000 by 2036. A high proportion of this growth will come from new 'greenfield' growth areas identified and undergoing development, most notably Armstrong Creek, as well as other suburban expansions.

Currently, Armstrong Creek is Victoria's sixth largest urban growth area overall, and the fastest growing area outside of Melbourne. The Geelong region is regional Victoria's fastest growing area. The growth area will provide housing for up to 65,000 people, and 22,000 jobs with a focus on technology and synergy with Deakin University. The opening of the Geelong Ring Road has intensified growth in the Geelong region by bringing many existing townships within ready commuting distance of Melbourne. It has also provided an alternate route for local commuters from Geelong's northern areas to access the

southern and coastal areas of the city. To capture the maximum value from this major investment, a number of associated road links, including the project, need to be upgraded and completed.

The project will improve the level of transportation service to the Armstrong Creek Urban Growth Area. This growth area will consolidate most of Geelong's projected urban growth into a comprehensive community south of the Melbourne-Warrnambool railway line.

Traffic safety is of critical importance in Geelong. In the past five years, there have been 48 crashes along Barwon Heads Road which resulted in 16 serious injury crashes (VicRoads 2020). The project will improve safety by providing for safer turning movements, improved shared use paths, improved pavement conditions and safety barriers.

The project will reduce congestion, improve safety, and support improvements to active and public transport links.

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

The following objectives of planning in Victoria as set out in Section 4 of the *Planning and Environment Act 1987*, are relevant to the amendment:

- (a) To provide for the fair, orderly, economic and sustainable use, and development of land;*
- (b) To provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity;*
- (c) To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria;*
- (d) 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;*
- (e) 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; and*
- (g) To balance the present and future interests of all Victorians.*

The amendment implements these objectives by facilitating the delivery of a project that will:

- Reduce congestion, improve reliability and efficiency, increase road network capacity and enhance the safety of road infrastructure in the region and particularly for the Armstrong Creek Urban Growth Area.
- Reduce the potential for conflict between vehicles, trains, pedestrians and cyclists, and reduce congestion associated with the existing level crossing at Marshall.
- Improve pedestrian and cycling linkages.
- Facilitate movement between residential, employment areas and services, and provide more predictable and reliable services and journey times.
- Be carried out in accordance an Environmental Management Framework prepared to the satisfaction of the Minister for Planning, which will ensure that the potential environmental impacts of the project are appropriately managed and mitigated.

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

The amendment addresses environmental, social and economic effects by requiring the delivery of the project to comply with the conditions of the Incorporated Document. The Incorporated Document requires the preparation of an Environmental Management Framework (EMF) to the satisfaction of the Minister for Planning and includes a number of conditions to manage and mitigate the potential impacts of the project including in respect of Jerringot Wetlands, Belmont Commons and Waurin Ponds Creek, native and non-native vegetation, heritage management, floodplain management and utility installations.

Environmental Effects

Environmental Management Framework

The Incorporated Document requires that an EMF be prepared for the project to manage and minimise impacts on the environment. The EMF must include a framework for site and work specific measures to reduce and manage environmental and amenity impacts during construction. The EMF must also include a summary of performance monitoring and reporting processes, including auditing, to ensure environmental and amenity impacts are reduced and managed during construction of the project.

The EMF will include the process and timing for the preparation of a Construction Environment Management Plan to manage the potential construction impacts of the project.

Jerringot Wetlands, Belmont Commons and Waurm Ponds Creek

The Incorporated Document requires the preparation of a design statement to outline measures to mitigate impacts on Jerringot Wetlands, Belmont Commons and Waurm Ponds Creek to the satisfaction of the Minister for Planning prior to the commencement of relevant works. The design statement must include an assessment of the nature and extent of proposed works, including any tree removal works, and proposed restoration works or other measures to mitigate impacts.

Native vegetation

The Incorporated Document requires that details of the removal, destruction or lopping of native vegetation necessary for construction of the project must be prepared in accordance with the *Guidelines for the removal, destruction or lopping of native vegetation* (DELWP, December 2017) (Guidelines), to the satisfaction of the Secretary to DELWP. The Incorporated Document also requires that native vegetation offsets be provided in accordance with the Guidelines prior to the removal of native vegetation (excluding native vegetation removed for the purpose of preparatory buildings and works).

Non-native vegetation

The Incorporated Document requires the preparation of a report or plan to manage impacts on non-native vegetation that would otherwise require a planning permit under the Vegetation Protection Overlay or Environmental Significance Overlay. The report or plan must show the trees to be removed, and measures taken to reduce tree removal and impacts on trees to be retained, to the satisfaction of the Minister for Planning.

Flood management

The Incorporated Document requires that any buildings and works on project land within an Urban Floodway Zone, Special Building Overlay, Floodway Overlay or Land Subject to Inundation Overlay must be undertaken to the satisfaction of the relevant floodplain management authority.

Noise and air quality

Construction activities may result in potential impacts to amenity. The EMF will include an overarching framework for site or work specific measures to reduce and manage environmental and amenity effects during construction. The Project will also have regard to the relevant EPA policies and guidelines, including the *Environmental Guidelines for Major Construction Sites* (EPA, February 1996) to minimise noise-related impacts during construction.

Heritage Management

The Incorporated Document requires that where a planning permit would otherwise be required under the planning scheme to demolish or remove a building, or carry out works within a Heritage Overlay, a report describing the proposal and its impact on the significance of the heritage place must be prepared to the satisfaction of the Minister for Planning.

The Incorporated Document also requires that where it is proposed to demolish or remove a building or structure subject to the Heritage Overlay a photographic record must be prepared to the satisfaction of

the Minister for Planning, with a copy of the approved record to be provided to Greater Geelong City Council.

Cultural Heritage

The development of the project will comply with the requirements of the *Aboriginal Heritage Act 2006* and an approved Cultural Heritage Management Plan for the project to manage potential impacts on Aboriginal cultural heritage values.

Utility installation

The Incorporated Document requires buildings and works associated with above-ground utility installations that would otherwise require planning permission to be carried out in accordance with site plans and elevations prepared to the satisfaction of the Minister for Planning.

Social Effects

Consultation has been undertaken to understand the views of the community and directly affected landowners and feedback has been considered.

The Project is expected to generate a range of positive social effects, including:

- Reduced congestion and improved travel times for road users.
- Improved safety in the vicinity of the level crossing by reducing the potential for conflict between vehicles, trains, pedestrians and cyclists and reducing delays that contribute to risk taking behaviour.
- Better neighbourhood connectivity by reducing travel times for road users and providing enhanced pedestrian and cyclist connections along and across the road corridor.

Economic Effects

The amendment facilitates a project which will have economic benefits for road users and freight including reduced travel times, lower vehicle operating costs and improved reliability. The broader community will benefit from improved transport network resilience, safety and liveability. In addition, the project will generate wider economic benefits such as improved access to jobs and services within a growth area.

Does the Amendment address relevant bushfire risk?

The Project is not affected by a Bushfire Management Overlay and is partially located within bushfire prone area. The amendment will not increase the risk to life, property, community infrastructure and the natural environment from bushfire. The amendment does not directly affect bushfire risk and the upgrade may improve emergency access to bushfire prone areas.

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

Section 12(2)(a) of the *Planning and Environment Act 1987* requires that in preparing a planning scheme amendment, a planning authority must have regard to the Minister's Directions. The following Minister's Directions are relevant to this amendment:

Ministerial Direction on Form and Content of Planning Schemes

The amendment complies with the Ministerial Direction on the Form and Content of Planning Schemes issued under Section 7(5) of the *Planning and Environment Act 1987*.

Ministerial Direction No. 1 – Potentially Contaminated Land

The amendment does not propose the rezoning of any land or the enablement of sensitive uses on potentially contaminated land.

Ministerial Direction No. 19 – Amendments that may Significantly Impact the Environment, Amenity and Human Health.

The Amendment has been prepared having regard to *Direction No. 19 – Ministerial Direction on the Preparation and Content of Amendments that may significantly impact the environment, amenity and human health* and *Ministerial requirement for information for authorisation or preparation of amendments that may significantly impact the environment, amenity and human health*.

This Direction requires planning authorities to seek the views of the EPA in the preparation of planning scheme reviews and amendments that could result in significant impacts on the environment, amenity and human health due to pollution and waste. It is not considered that the Amendment will result in any of these impacts.

Ministerial Direction No. 11 – Strategic Assessment of Amendments.

The purpose of this direction is to ensure a comprehensive strategic evaluation of a planning scheme amendment and the outcomes it produces. The amendment has been prepared having regard to this direction as set out in this explanatory report.

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

The amendment supports or implements the following clauses of the Planning Policy Framework:

Table 1.

| PPF | Assessment |
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| Clause 11 Settlement | |
| <p>Clause 11 seeks to:</p> <p><i>Clause 11.01-1S – Settlement:</i></p> <ul style="list-style-type: none"> • Promote sustainable growth and development; • Focus investment and growth in of state significance in major regional cities; • Improve transport network connections in and between regional cities, towns and Melbourne; • Promote transport and communications and economic linkages between the various settlements through the identification of servicing priorities in regional land use plans. <p><i>Clause 11.01-1R – Settlement – Geelong G21:</i></p> <ul style="list-style-type: none"> • Support the role of Central Geelong as a major regional city and revitalise and strengthen its role as Victoria’s second city. <p><i>Clause 11.02-2S – Structure planning:</i></p> <ul style="list-style-type: none"> • Facilitate orderly development and the timely delivery of infrastructure. <p><i>Clause 11.02-3S – Sequencing of development:</i></p> <ul style="list-style-type: none"> • Manage the sequence of development in areas of growth so that services are available from early in the life of new communities. <p><i>Clause 11.03-2S – Growth areas:</i></p> <ul style="list-style-type: none"> • Deliver timely and adequate provision of public transport and local and regional infrastructure and services, in line with a preferred sequence of land release. locate urban growth close to transport corridor and services. | <p>Planning must take into account regional plans (including the G21 Regional Growth Plan) and should also focus on:</p> <ul style="list-style-type: none"> • Providing appropriate transport links. • Directing growth to locations where services (including transportation) are available. • Focusing investment on major transport corridors to maximise community access/mobility. <p>The amendment will facilitate a project that will provide additional transport infrastructure to support existing and planned growth of residential and economic land uses.</p> <p>Existing capacity constraints will be removed to help create a safer, reliable and more efficient transport system. Upgraded infrastructure will also enable more efficient movement of goods and people to key destinations, as well as improving a key connection from Geelong to the Surf Coast, Great Ocean Road and Bellarine Peninsula.</p> |

| PPF | Assessment |
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| Clause 12 Environment and Landscape Values | |
| <p>Clause 12 seeks to:</p> <p><i>Clause 12.01-1S – Protection of biodiversity</i></p> <ul style="list-style-type: none"> Protect and conserve Victoria’s biodiversity. <p><i>Clause 12.01-2 – Native vegetation management:</i></p> <ul style="list-style-type: none"> Ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation. <p><i>Clause 12.03-1S – River corridors, waterway, lakes and wetlands:</i></p> <ul style="list-style-type: none"> Protect and enhance river corridors, waterways, lakes and wetlands. Ensure development responds to and respects the significant environmental, conservation, cultural, aesthetic, open space, recreation and tourism assets of water bodies and wetlands. | <p>The amendment will facilitate a project that will be designed to avoid, minimise and offset biodiversity impacts caused by the removal of native vegetation. Where required, native vegetation offsets will be obtained in accordance with the Guidelines for the removal, destruction or lopping of native vegetation, December 2017.</p> <p>The Incorporated Document includes specific conditions to manage the vegetation removal, offsetting and habitat compensation requirements related to the biodiversity impacts of native vegetation removal under the Guidelines for the removal, destruction or lopping of native vegetation, December 2017.</p> <p>The project design will seek to avoid and reduce impacts on key ecologically significant areas around Jerringot Wetlands, Belmont Commons and Waurm Ponds Creek, with mitigations measures to be identified within the EMF to help avoid impacts to water quality and habitat.</p> |
| Clause 13 Environmental Risks and Amenity | |
| <p>Clause 13 seeks to:</p> <p><i>13.03-1S – Floodplain management:</i></p> <ul style="list-style-type: none"> Assist the protection of: <ul style="list-style-type: none"> Life, property and community infrastructure from flood hazard. The natural flood carrying capacity of rivers, streams and floodways. The flood storage function of floodplains and waterways. Floodplain areas of environmental significance or of importance to river health. <p><i>Clause 13.05-1S – Noise abatement:</i></p> <ul style="list-style-type: none"> To assist the control of noise effects on sensitive land uses. <p><i>Clause 13.06-1S – Air Quality:</i></p> <ul style="list-style-type: none"> To assist the protection and improvement of air quality. | <p>Under the Incorporated Document, works within the Urban Floodway Zone, Special Building Overlay, Floodway Overlay and Land Subject to Inundation Overlay are required to be undertaken to the satisfaction of the floodplain manager.</p> <p>Works will be undertaken in accordance with EPA’s best practice environmental management guidelines including <i>Construction Techniques for sediment pollution control</i> (EPA Publication 275), <i>Environmental Guidelines for Major Construction Sites</i> (EPA Publication 480) and <i>Doing it right on subdivisions</i> (EPA Publication 960). The Project will not trigger the requirement under the Traffic Noise Reduction Policy 2005 for noise attenuation.</p> <p>Air quality impacts for the Project have been assessed against Intervention Levels prescribed in the State Environment Protection Policy (Air Quality Management) using the Air Quality Screening Tool. The assessment details that the applicable ground level concentrations will not be exceeded by the project.</p> |
| Clause 14 Natural Resource Management | |
| <p>Clause 14 seeks to:</p> <p><i>Clause 14.02-1S – Catchment planning and management</i></p> <ul style="list-style-type: none"> Assist the protection and restoration of catchments, water bodies, groundwater, and the marine environment. <p><i>Clause 14.02-2S – Water quality</i></p> <ul style="list-style-type: none"> Protect water quality. | <p>The Project will be undertaken in accordance with EPA’s best practice environmental management guidelines including <i>Construction Techniques for sediment pollution control</i> (EPA Publication 275), <i>Environmental Guidelines for Major Construction Sites</i> (EPA Publication 480) to manage potential impacts on water quality.</p> |

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| Clause 15 Built Environment and Heritage | |
| <p>Clause 15 seeks to:</p> <p><i>Clause 15.01-1S – Urban design:</i></p> <ul style="list-style-type: none"> • Create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity. <p><i>Clause 15.01-4S – Healthy neighbourhoods:</i></p> <ul style="list-style-type: none"> • Achieve neighbourhoods that foster healthy and active living and community wellbeing. <p><i>Clause 15.03-1S – Heritage Conservation:</i></p> <ul style="list-style-type: none"> • Ensure the conservation of places of heritage significance. <p><i>Clause 15.03-2S – Aboriginal cultural heritage:</i></p> <ul style="list-style-type: none"> • Ensure the protection and conservation of places of Aboriginal cultural heritage significance. | <p>The amendment will facilitate a project that will reduce travel times and contribute towards improved liveability outcomes by supporting alternative modes of transport, including walking and cycling.</p> <p>A CHMP is presently being prepared and will be submitted for approval under the <i>Aboriginal Heritage Act 2006</i>. The road will be designed and constructed in accordance with the requirements and recommendations within the CHMP.</p> <p>A condition has been included within the Incorporated Document to manage potential impacts on heritage values and any unexpected finds will be managed in accordance with the Construction Environment Management Plan under the EMF.</p> |
| Clause 17 Economic Development | |
| <p>Clause 17 seeks to:</p> <p><i>Clause 17.01-1S – Diversified Economy:</i></p> <ul style="list-style-type: none"> • Strengthen and diversify the economy. • Improve access to jobs closer to where people live. <p><i>Clause 17.01-1R – Diversified economy – Geelong G21:</i></p> <ul style="list-style-type: none"> • Build on the region's competitive strengths, including tourism and agricultural land resources and economic, social and natural assets. | <p>The duplication of Barwon Heads Road will improve accessibility to the Armstrong Creek growth area and will allow current and future residents to more efficiently access economic opportunities in the broader region.</p> |
| Clause 18 Transport | |
| <p>Clause 18 seeks to:</p> <p><i>Clause 18.01-1S- Land use and transport planning:</i></p> <ul style="list-style-type: none"> • Create a safe and sustainable transport system by integrating land use and transport. <p><i>Clause 18.01-2S – Transport system:</i></p> <ul style="list-style-type: none"> • Coordinate development of all transport modes to provide a comprehensive transport system. • Reserve land for strategic transport infrastructure. • Incorporate the provision of public transport, cycling and walking infrastructure in all major new state and local government road projects. • Locate transport routes to achieve the greatest overall benefit to the community to making the best use of existing social, cultural and economic infrastructure, minimising impacts on the environment and optimising accessibility, safety, emergency access, service and amenity. • Facilitate infrastructure that connects and improves train services between key regional cities and townships and Melbourne. • Ensure the design, construction and management of all transport modes reduces environmental impacts. <p><i>Clause 18.01-2R – Transport system – Geelong G21:</i></p> <ul style="list-style-type: none"> • Support improved transit and access within Geelong and the wider region. <p><i>Clause 18.02-2S – Public Transport:</i></p> <ul style="list-style-type: none"> • To facilitate greater use of public transport and promote increased development close to high-quality public transport routes. <p><i>Clause 18.02-3S – Road system:</i></p> <ul style="list-style-type: none"> • 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. | <p>The duplication of Barwon Heads Road is identified within the following Precinct Structure Plans:</p> <ul style="list-style-type: none"> • Marshall Precinct, Draft Precinct Structure Plan • Armstrong Creek North East Industrial Precinct, Precinct Structure Plan. • Armstrong Creek Horseshoe Bend, Precinct Structure Plan. <p>The project will support improved transit and access within Geelong and the wider region. Provisions will be made to better integrate the road network with surrounding transport corridors, with the project involving the grade separation of road and rail infrastructure where the road presently intersects with the Melbourne-Warrnambool rail corridor.</p> <p>The project will integrate with the existing shared path and public transport network to provide an essential sustainable transport link within the growth area.</p> |

| PPF | Assessment |
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| Clause 19 Infrastructure | |
| <p>Clause 19 seeks to:</p> <p><i>Clause 19.03-2S – Infrastructure design and provisions:</i></p> <ul style="list-style-type: none"> • Provide timely, efficient and cost-effective development infrastructure that meets the needs of the community. | <p>The project seeks to provide timely, efficient and cost-effective infrastructure that meets the requirements of the growth area.</p> |

How does the Amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?

The amendment implements the following policy directions set out in the Greater Geelong Local Planning Policy Framework.

Table 2.

| LPPF | Assessment |
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| <p>Clause 21.03 Municipal Planning Framework sets out the overarching objectives, strategies and implementation mechanisms that will guide land use and development across the municipality, and is structured around four key land use themes:</p> <ul style="list-style-type: none"> • Natural Environment (Clause 21.05). • Settlement and Housing (Clause 21.06). • Economic Development and Employment (Clause 21.07). • Development and Community Infrastructure (Clause 21.08). <p>In addition to this, the Place-based Planning Framework sets out the objectives and strategies for specific places and towns within the municipality. Of relevance to the Barwon Heads Road Duplication Project is the Armstrong Creek Urban Growth Area (Clause 21.11).</p> | <p>The amendment will facilitate a project that is consistent with the four key land use themes identified under the Municipal Planning Framework, including policy objectives and strategies associated with the Armstrong Creek Urban Growth Area.</p> <p>It is noted that the G21 Regional Growth Plan identifies planning for the duplication of Barwon Heads Road as a strategic planning priority.</p> |
| <p>Clause 21.05 Natural Environment seeks to:</p> <p><i>Clause 21.05-2 – Waterways:</i></p> <ul style="list-style-type: none"> • Protect, maintain and enhance waterways, rivers, wetlands and groundwater. • Protect connectivity between waterways and wetlands. <p><i>Clause 21.05-3 – Biodiversity:</i></p> <ul style="list-style-type: none"> • Protect, maintain and enhance the biodiversity of the municipality. <p><i>Clause 21.05-5 – Climate Change:</i></p> <ul style="list-style-type: none"> • To plan for and adapt to the impacts of climate change. <p><i>Clause 21.05-7 – Flooding:</i></p> <ul style="list-style-type: none"> • Protect floodplains. • Minimise the potential for damage and risks to public safety and property from flooding. | <p>The Incorporated Document includes a condition which requires that works within Urban Floodway Zone, Special Building Overlay, Floodway Overlay or Land Subject to Inundation Overlay must be undertaken to the satisfaction of the relevant floodplain management authority.</p> <p>Further to this, the Incorporated Document includes specific conditions to manage the vegetation removal, offsetting and habitat compensation requirements related to the biodiversity impacts of native vegetation removal, and additional mitigation measures for managing environmental impacts will be identified within the EMF.</p> |
| <p>Clause 21.06 Settlement and Housing seeks to:</p> <p><i>Clause 21.06-5 Heritage and identity:</i></p> <ul style="list-style-type: none"> • Ensure that urban development enhances Geelong’s sense of place and identity. • Conserve and enhance individual places and areas of pre and post contact cultural heritage significance. | <p>The proposed road alignment intersects with one site listed under a Heritage Overlay (HO1757 – South Barwon Reserve Memorial Road). Conditions have been included with the Incorporated Document to appropriately mitigate and manage potential heritage impacts.</p> |

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| <p>Clause 21.07 Economic Development identifies the following key issues for the municipality:</p> <ul style="list-style-type: none"> • There is a need to provide support for ongoing employment and economic development in the Geelong region. • There is a need to support industry through the maintenance and improvement of infrastructure including the road, rail, Avalon Airport, deep water port and associated facilities. | <p>Transport infrastructure upgrades are necessary to connect new and existing areas of development, such as the Armstrong Creek North East Industrial Precinct and residential precincts, which are reliant on access to appropriate road infrastructure.</p> |
| <p>Clause 21.08 Development and Community Infrastructure identifies the following key issues for the municipality:</p> <ul style="list-style-type: none"> • There is a need to provide infrastructure in an efficient and timely manner, particularly in new growth areas. <p><i>Clause 21.08-2 – Transport seeks to:</i></p> <ul style="list-style-type: none"> • Develop a safe, accessible, equitable and efficient traffic, transport and freight network. • Create and protect reservations for future transport corridors, planned arterial roads and arterial road widening. | <p>The amendment will facilitate a project that involves the timely provision of transport infrastructure to service development areas, improve connectivity between and within regional centres, and promote economic activity.</p> <p>The project will improve transport links between existing and new residential areas, employment nodes, activity centres, industrial areas and road infrastructure. Regard has also been given to residential amenity and the natural environment, with appropriate measures identified within the Incorporated Document to appropriately manage and reduce the potential for adverse impacts.</p> |
| <p>Clause 21.11 Armstrong Creek Urban Growth Area:</p> <ul style="list-style-type: none"> • The Armstrong Creek Urban Growth Area is the primary growth area for the G21 Region. At capacity, the ACUGA is expected to accommodate approximately 54,000 persons and 22,000 dwellings. <p><i>Clause 21.11-2 - Objectives seeks to:</i></p> <ul style="list-style-type: none"> • Protect and enhance the natural environmental features and cultural heritage values of the Armstrong Creek area and provide a distinct urban character and green setting. • Provide a sustainable movement and access network within the Armstrong Creek area. | <p>The project is consistent with requirements identified within the Armstrong Creek Urban Growth Area, noting that Principle 8.12 specifies that “provision should be maintained for Barwon Heads Road to be widened to two lanes in each direction”.</p> <p>In accordance with requirements spelt out under the G21 Regional Growth Plan, environmental features and cultural heritage values of the Armstrong Creek area are to be appropriately managed as part of the project, and provision has been made for a comprehensive pedestrian and cyclist network as part of the project design.</p> |
| <p>Clause 22.09 Cultural Heritage</p> <ul style="list-style-type: none"> • Applies to all properties affected by a Heritage Overlay. | <p>Conditions have been included within the Incorporated Document to appropriately manage potential heritage impacts.</p> |

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

The amendment makes proper use of the Victoria Planning Provisions and is consistent with the Ministerial Direction the Form and Content of Planning Schemes.

The amendment inserts Clause 45.12 Specific Controls Overlay and a new Schedule 8 to Clause 45.12 and uses the schedule to Clause 72.04 of Greater Geelong Planning Scheme to facilitate the project. The purpose of Clause 45.12 is to apply specific controls designed to achieve a particular land use and development outcome in extraordinary circumstances consistent with the purpose of the control. Specific controls for the project are detailed in the Incorporated Document and will appropriately regulate use and development of land for the purposes of the project, to manage and reduce potential environmental impacts.

The amendment also makes use of Clause 45.01 to include PAO15, which makes the Head, Transport for Victoria the acquiring authority for PAO15 (for the purpose of the project). The use of a PAO to reserve land to enable the acquisition of land required for the project, is considered a proper use of Clause 45.01 which has the purpose of reserving land for a public purpose and identifying land which is proposed to be acquired by a public authority.

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

The views of the following agencies were considered during the preparation of this amendment:

- Department of Environment, Land, Water and Planning;
- City of Greater Geelong;
- Heritage Victoria;
- Corangamite Catchment Management Authority;
- Environment Protection Authority;
- Transport for Victoria;
- Victorian Planning Authority;
- Victorian Transport Association; and
- Wathaurung Aboriginal Corporation.

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

The amendment facilitates a project that will have a positive impact on the transport system as defined in Section 3 of the *Transport Integration Act 2010*. As described below, the amendment addresses key transport system objectives and decision-making principles set out in Part 2, Divisions 2 and 3 of the *Transport Integration Act 2010*.

Division 2 – Transport system objectives

- *S8 Social and economic inclusion*: The project will reduce congestion and travel times on Barwon Heads Road, and therefore improve the access to jobs and economic and education clusters, in particular the Central Geelong Regional Centre, the Sub-regional Centre of Belmont and the Armstrong Creek Town Centre, and the Armstrong Creek East and Armstrong Creek Horseshoe Bend Road Neighbourhood Centres.
- *S9 Economic prosperity*: The project will facilitate economic prosperity through improved transport capacity. This will help support the projected future population growth of the area, as well as economic growth needs and improve connection to economic opportunities.
- *S10 Environmental sustainability*: The project adopts an 'avoid and minimise' approach to managing potential impacts on remnant native vegetation, fauna habitats, adjacent areas of ecological, environmental or landscape significance.
- *S11 Integration of transport and land use*: The project will improve the capacity of Barwon Heads Road, upgrading a key connection between the growing suburbs of Armstrong Creek and Geelong, as well as upgraded access to a number of Sub-regional Centres, Homemaker Precincts, Neighbourhood Centres and Town Centres. The project will also address safety and congestion issues associated with the existing Melbourne-Warrnambool level crossing, and will link in with other important infrastructure projects such as the Geelong Ring Road extension (Bellarine Link).
- *S12 Efficiency, coordination and reliability*: The amendment facilitates a more efficient transport network, improving the capacity, reliability and safety of Barwon Heads Road. The project makes efficient use of existing infrastructure and will reduce travel times, congestion and risk of vehicular collisions.
- *S13 Safety and health and wellbeing*: The safety benefits of the project include improved traffic flow, safer turning movements, safety barriers, and safer cycling and walking infrastructure.

Division 3 – Decision-making principles

- *S15 Principle of integrated decision-making*: The project has been funded by the Victorian Government. The City of Greater Geelong is generally supportive of the amendment. The amendment is consistent with the planning policy framework.
- *S16 Principle of triple bottom line assessment*: The economic, social and environmental costs and benefits have been taken into account in the development of the project and the amendment.
- *S17 Principle of equity*: The project will improve the capacity of Barwon Heads Road and contribute to reduced travel times to employment, education and services from the Armstrong Creek Growth Area, which is the fastest growing area outside of Metropolitan Melbourne.
- *S18 Principle of transport system user perspective*: The project will enhance the reliability, safety and connectivity of the region's transport system, improve the user experience with reduced congestion and travel times. It will also support a more efficient public transport network, and active transport network.

- *S19 Precautionary principle:* The precautionary principle was considered throughout the development of the project, with technical investigations and project design development undertaken to avoid and minimise the potential for irreversible environmental damage as a result of the project.
- *S20 Principle of stakeholder engagement and community participation:* The amendment is supported by an extensive communications strategy which includes consultation with local communities, transport system users, landowners and government agencies.

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 not expected to have a significant impact on the resource and administrative costs of the responsible authority. The amendment will reduce the regulatory burden for the council by regulating the use and development of the project in accordance with the specific control in the Incorporated Document.

Where you may inspect this Amendment

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

City of Greater Geelong

City Hall
30 Gheringhap Street
Geelong
VIC, 3220

The amendment can also be inspected free of charge at the Department of Environment, Land, Water and Planning website at www.planning.vic.gov.au/public-inspection.