

Submission

Draft Bellarine Peninsular Statement of Planning Policy “Re - Drysdale–Clifton Springs Area (Map 9)”

I take this wonderful opportunity to place before the Draft Bellarine Peninsula Statement of Planning Policy, June 2021, a submission for consideration in your review.

Background Information

The City of Greater Geelong’s Mr Peter Schembri’s replied to my enquiry on 18 May 2018, regarding the timing of the Drysdale Clifton Springs Structure Plan Review and advised that it will be reviewed post 2020, which would coincide with the overall completion of the Drysdale By-Pass construction and the settlement of the affected ownership.

That will allow practical assessment of the structure plan review and its objectives.

My property, [REDACTED] is one of 9 allotments within the existing Rural Living Zone of the land in the triangulated area encompassed by the original Jetty Road, High Street (previously Portarlington Road) and Railway Terrace (encompassing the disused railway reserve)

The Rural Living Zoned properties within the triangle of land abutting the new Jetty Road Realignment (VicRoads), Jetty Road, High Street and Railway Terrace, initially established in the Planning Scheme to provide a subtle Rural – Residential buffer between Rural and Residential properties on the entrance to the Drysdale and Clifton Springs Townships, are now falling well short of the purpose of the establishment of a Rural Living zone entry zone to the townships.

As the owner for 25 years, I have watched the rezoning and rapid residential development of the farmland west of Jetty road, the demise of equestrian use of the nominated triangulated area, but more importantly, the Commercial/Business change of activity and use of the

Rural Living Zone. Particular emphasis is on the southern section of properties in the described triangulated area, which somewhat contradicts and compromises the RLZ objectives.

We now have a Service Station with a fast food outlet, a Rural Living Zoned property (Equestrian Use) and a "Motel" operating under the premise of a "Bed and Breakfast".

Also, with the recent construction of the Drysdale By-Pass and Jetty Road development, two Rural Living Zoned properties have been acquired by Vic-Roads and developed as "Road" to incorporate the Jetty Road Realignment construction, leaving remnant land abutting a dual lane road with associated street lighting, to be subdivided from the road reserve.

This now leaves only four (4) of the remaining RLZ properties between the new Vic-Roads Jetty Road Realignment, North to Railway Terrace road reserve to function as RLZ within the context of the Council's RLZ policy and objectives,

With regard to the closure of southern section Jetty Road, south of the Jetty Road Realignment, the Service Station complex is a "**permitted use**" in a Rural Living Zone.

With regard to the "Motel Style - 323 On Jetty Road", this facility was developed without the need of a planning permit as it was deemed to be a "Bed and Breakfast Facility" that could operate in a Rural LZ.

Under the Planning Scheme definitions of Rural Living Zone, a Motel is **not a permitted use** in RLZ.

This is confirmed by Mr Schembi's email response to me (18 May 2018) "Regarding the neighboring 'Motel' use you describe, our records show that based on the information submitted in 2015 the business would operate as a Bed & Breakfast. If you wish to take this matter further please contact the Statutory Planning Department on StatutoryPlanning@geelongcity.vic.gov.au or call 5272 4430.

A Motel is a permit required use in the Rural Living Zone."

It is also noted that the RLZ objectives with regard to the properties abutting the new High Street have changed dramatically with property roadside vegetation removed along High street to allow clear visual exposure of the new Service Station location and the "Motel - Bed and

Breakfast” facility.

With respect to the new Jetty Road Realignment and construction, Vic-Roads property acquisition of two large RLZ properties was required to facilitate the road realignment through them and establishment of a signalized intersection at High Street and Reserve Road. This new Jetty Road construction and reconstruction of High Street (previously Portarlinton Road) has also required a high standard installation of Dual Laneway street lighting.

Potential Change of Rural Living Zone??

With the above Commercial/Business use developments including the changing rural roadside vegetation, the construction of dual carriageways and associated high intensity street lighting, the original City of Greater Geelong Planning Scheme “Rural Living Zone” concept of the township entry has changed dramatically.

Therefore the intended Rural Living Zone, in this location, has been severely compromised.

With only two properties abutting High Street and two properties abutting Jetty road left as existing Rural Living Zone, it would be an acceptable opportunity to consider rezoning these properties to commercial/business/residential zone classification, similar to the recent development of the Service Station and the Bed and Breakfast operating as a Motel Facility. Viz. Commercial/Business use developments.

Also, as a result of the above commercial/business developments, investigations have revealed the properties within the old triangulation of Jetty Road, High Street (previously Portarlinton Road) and Railway Terrace, can now be serviced by the Barwon Water Authority to the NW corner of triangulation.

Summary

Therefore, I now seek the Panels consideration as to what the future planning policy holds for the existing compromised RLZ properties having regard to:

1 - the impact of the Drysdale By-Pass development associated with

Jetty Road realignment,

2 - the existing commercial/business development of the Service Station and the "Bed and Breakfast on Jetty Road" fronting High street,

3 - the new High Street Dual lane roadway with its signalized intersections at Reserve Road/Jetty Road and associated "residential style" street lighting,

4 – and the practical and physical capacity to allow the remaining RLZ properties to be also serviced by Barwon Water's Sewerage management and other service authorities.

I have attached an extract of the Bellarine Peninsular Draft SPP - Drysdale–Clifton Springs, noting that the review has designated the area in my submission has been notated as "Minimal Change".
(Map 9)

Drysdale–Clifton Springs–Curlewis

Map 9 the proposed protected settlement boundary for Drysdale–Clifton Springs–Curlewis. The settlement is a district town providing a range of housing, employment and retail and community services to the declared area. It is set within coastal, grassy plains extending from the rural hinterland down to the sandy Port Phillip Bay foreshore. It sits within the regionally significant Bellarine Northern Coast and Central Hills landscape, which is characterised by productive agricultural uses including award-winning wineries, and it has areas of significant environmental and cultural value. The historic Drysdale Town Centre is an activity centre that can accommodate infill development and continue to provide retail and community services to northern areas of the Bellarine Peninsula. The emerging activity centre in the western growth area of Curlewis will provide local retail functions for residents. The small, light-industrial precinct along Murradoc Road will continue to support employment and industry in the declared area. The town also has a significant cultural, education and sports precinct: an important asset to the region providing school, recreational, cultural and arts facilities. Future growth will be carefully managed through infill and greenfield development within the proposed protected settlement boundary. More-substantial infill development will occur in the central increased housing diversity area and be designed to respond to the town's historic character and landscape setting. Development within established residential areas will take place more incrementally and respond to the low-scale setting, retain existing vegetation in the public and private realm, include appropriate boundary setbacks and protect views of the bay. **Low-density residential areas that are not identified for increased residential densities within the proposed protected settlement boundary will provide a transitional urban-edge treatment and will continue to provide for the retention of significant environmental and landscape attributes and experience minimal change.** New

greenfield development will occur in designated areas west of the town and will be designed to integrate with the surrounding, regionally significant landscape.

Conclusion

I respectfully request that the review of the Bellarine Peninsular Draft SPP - Drysdale–Clifton Springs take into consideration the above information and consider altering the nominated area zoning from **“Minimal Change” to “Growth Area”** to accommodate the new exiting commercial/business property developments as well as allowing for proactive future Planning Management of this remnant small Rural Living Zone area.

I look forward to your consideration and advice on the future planning management policy of the remaining four (4) existing RLZ properties and the remnant Vic Roads land between the proposed new Vic-Roads Jetty Road Realignment, High Street, Jetty Road and the Railway reserve.

Regards

