

Bellarine Peninsula Distinctive Area and Landscape

Submission from [REDACTED] for the Bellarine Peninsula Statement of Planning Policy.

- * We welcome the fact that the Bellarine Peninsula has been declared a Distinctive Area and Landscape. Future planning policies must preserve and embrace the valuable assets that have given us this status.
- * Residential & commercial development should be confined to the designated urban areas and controls imposed on the density within those areas.
- * The Griggs Creek enhancement between Curlewis and Clifton Springs is an excellent example of a “green wedge “. It provides open space with good vistas, excellent walking for all abilities, and native trees which will encourage bird life in the area. Future development should include more spaces like this.
- * Planning and funding should re-enforce the recreational activities that encourage a healthy lifestyle for residents and visitors. This includes sporting and recreational activities organised by local clubs and facilities accessible to the general public.
- * Of particular importance is the provision of walking and cycling tracks. The Bellarine Rail Trail is one of the best low gradient tracks in the State. A track from Drysdale to Portarlington and a track from St Leonards back to Drysdale would provide an outstanding coastal loop. The current track from Portarlington to St Leonards is an excellent coastal track but is not linked to the rail trail.
- * Some suburbs such as Clifton Springs were developed with very few footpaths: this should be rectified to encourage more people to walk and to improve pedestrian safety, especially for parents with strollers.
- * Planning should recognise that the Bellarine, unlike the Surf Coast, does not have easy or fast road access to Melbourne. Therefore attempts to develop tourism should not be targeted at “day trippers “. Similarly, the region is not ideal for Melbourne commuters who travel by road.
- * The ferry from Portarlington and the train from South Geelong provide options to travel to Melbourne that have less environmental impact and cause less congestion in Geelong, than road transport. Both should be encouraged and the rail line between Geelong and South Geelong should be duplicated.
- * Infrastructure, buildings and facilities should be made resilient to the effects of climate change such as flooding, high winds, fire and rising sea levels. Despite efforts to reduce emissions, extreme weather events are now inevitable.

Thankyou for giving us the opportunity to comment.

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