

22/12/2009
C152**SCHEDULE 20 TO THE DEVELOPMENT PLAN OVERLAY**

Shown on the planning scheme map as **DPO20**

JETTY ROAD GROWTH AREA STAGE 1

This schedule applies to Stage 1 of the Jetty Road growth area, located immediately to the west of the township of Drysdale / Clifton Springs. It lies adjacent to Griggs Creek and Jetty Road, and includes the land between the Bellarine Rail Trail and Port Phillip Bay. Development of the growth area will extend the Clifton Springs and Drysdale townships to the west and will accommodate a significant part of the forecast growth for the Bellarine Peninsula.

1.022/12/2009
C152**Requirement before a permit is granted**

A permit may be granted before a development plan has been approved for the following:

- The construction of one dwelling and associated out buildings on any lot existing at the approval date provided it is the only dwelling on the lot and that it does not prejudice the construction of the primary road network for the growth area, as identified in the *Jetty Road Urban Growth Plan*, 26 June 2007 (Amended 23 September 2008).
- Any buildings and works associated with the use of the land for agriculture.
- Extensions or alterations to existing buildings and associated works.
- Earthworks.
- Subdivision of land, provided that the subdivision is the re-subdivision of the land and the number of lots is not increased.

2.022/12/2009
C152**Conditions and requirements for permits**

A permit must contain conditions or requirements which give effect to the provisions and requirements of the approved Development Plan.

3.022/12/2009
C152**Requirements for development plan**

A development plan must be prepared to the satisfaction of the Responsible Authority.

The Development Plan must be generally in accordance with the *Jetty Road Urban Growth Plan*, 26 June 2007 (Amended 23 September 2008).

Only one Development Plan may be approved for the entire area covered by this Schedule.

The following sub plans must be prepared and approved as part of the overall Development Plan as a single, cohesive plan for all of the land in the Development Plan Area (parcels A, B, C, D, E, F, G and H as identified on the Property Identification Map at Clause 4):

- Urban Design Master Plan
- Open Space Master Plan
- Pedestrian and Bicycle Network Plan
- Road Network and Traffic Plan
- Development Sequencing Plan

The following sub-plans may be prepared and approved as part of the overall Development Plan in stages as provided below.

- Neighbourhood Activity Centre Master Plan (required for parcels C and D only)
- Landslide Risk Assessment (required for area A only)
- Environmental Assessment (may be prepared in stages for areas A, B, C, D, E, F, G and H)
- Flooding, Stormwater and Drainage Management Plans (may be prepared in stages for individual catchments where catchments are identified on the General Stormwater Catchment Plan on page 92 of the Jetty Road Urban Growth Plan, 26 June 2007 (Amended 23 September 2008)).

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Objectives

To implement the *Jetty Road Urban Growth Plan*, 26 June 2007 (Amended 23 September 2008).

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Requirements

A Development Plan must include the following:

An **Urban Design Master Plan** that must include:

- Provision for proper integration with future expansion of the urban area to the west of areas A, B, C, D, E and G (Jetty Road Stage 2) on the Property Identification Map at Clause 4.
- The location of all proposed land uses, including the location of the likely components of the Neighbourhood Activity Centre, the Local Convenience Activity Centre (should it be required) and the location of the foreshore kiosk.
- General subdivision design that identifies the location and distribution of residential lots, includes a comprehensive range and mix of residential lot sizes, responds to the site's topography and promotes efficient solar access.
- A target minimum net residential density of 15 dwellings per hectare across the whole growth area with medium density housing (20 dwellings per hectare) encouraged within 400m of the Neighbourhood Activity Centre, close to public transport, near public parkland and within mixed use areas. Net residential densities are to include local roads and parks but exclude the primary road network, sub-regional parks and activity centres.
- Provision for mixed use activity along the primary road network within approximately 600 metres of the Neighbourhood Activity Centre.
- A high degree of pedestrian/bicycle and vehicular permeability throughout the growth area.
- Urban design cross-sections for all road types
- Maintenance of key views to Port Phillip Bay.
- All streets and roads edged by development frontages or open space.
- Road frontages along the foreshore reserve, the Griggs Creek Reserve and the Bellarine Rail Trail, to the greatest extent possible.

- Protection of the Bellarine Rail Trail rail reserve from development or infrastructure that may jeopardise or limit the future use of the rail reserve for the introduction of heavy rail or light rail.
- A layout of residential subdivision which avoids or minimises the removal or fragmentation of native vegetation in accordance with the incorporated document "Victoria's Native Vegetation Management – A Framework for Action".

An **Open Space Master Plan**. The Open Space Master Plan must identify the following areas as public open space, namely:

- the area adjacent to the foreshore including the land between the mean high water line and the top of the foreshore escarpment and extending 100 metres south of the top of the foreshore escarpment as shown in the plan titled "Foreshore Open Space Jetty Road Growth Area" (Dwg No. FOS-01) contained in Annexure A of the Agreement under Section 173 of the *Planning and Environment Act 1987* that applies to the land. This area must be kept free of any road infrastructure except for infrastructure associated with car parking and access ways on the foreshore reserve to foreshore facilities;
- the area adjacent to Griggs Creek including a 30 metre linear open space corridor of unencumbered land as shown in the plans titled: "Griggs Creek Open Space Plan A and Plan B" (Dwg. Nos. GCA-01 and GCB-01) derived from the *Griggs Creek Rehabilitation Concept Design* May 2009 as contained in Annexure B of the Agreement under Section 173 of the *Planning and Environment Act 1987* that applies to the land;
- an area of at least 2 hectares (sub-regional park) located adjacent to and generally north and west of the Activity Centre including the natural highpoint of that area so as to provide views to the bay; Part of the sub-regional park is envisaged to fall on land in Jetty Road Stage 2;
- areas of at least 0.5 hectares to be developed as small local parks to cater for active and passive uses provided generally within 400 metres walk of all dwellings.

The location of all open space areas are to be edged by streets and/or development frontages and must not be bordered by back fences. Where possible, open space should be located adjacent to stormwater capture, treatment or storage facilities.

The Open Space Master Plan must specify:

- Extensive use of native plant species indigenous to the local area;
- The design of the open space network to be landscaped according to best practice Crime Prevention Through Environmental Design (CPTED) principles;
- Treatment for entrances to the Jetty Road Growth Area Stage 1 on the primary road network and landscape treatments of the primary road network and other key roads and boulevards;
- Any suitable locations for physical services or infrastructure in areas immediately adjacent to road reserves.

The Open Space Master Plan must include a Public Open Space Table that identifies the proportion of each parcel of land which is to be provided for public open space based on a contribution of 10% unencumbered open space as described in the Agreement under Section 173 of the *Planning and Environment Act 1987* that applies to the land.

- A Pedestrian and Bicycle Network Plan that must include:
 - An interconnected and continuous network of safe, efficient and convenient footpaths, shared paths and cycle lanes linking residential areas to Activity Centres, public open spaces including the Bellarine Rail Trail, school and community uses and adjoining networks.

- Integration with the *Open Space Master Plan*.

A **Road Network and Traffic Management Plan** that complies with VicRoads requirements and must include:

- An internal road network that provides a high level of access within the development for all vehicular and non vehicular traffic, which responds to the topography of the land and provides opportunities for and encourages the use of public transport.
- A hierarchy of primary, secondary and local access roads.
- A primary road network providing direct access to the Neighbourhood Activity Centre from Geelong-Portarlington Road and from Wyndham Street.
- Provision for an east-west road link between Jetty Road and the growth area in the vicinity of the Clifton Springs Primary School.
- An extension of Bay Shore Avenue crossing Griggs Creek.
- Vehicle crossings of the Bellarine Rail Trail only at Jetty Road and the primary north-south entry road, and including road reserves that allow for future grade separation of the road and rail reserve.
- Major traffic control items for key intersections.
- Traffic management controls for the internal road network and provision for future bus routes.
- A road traffic safety audit and traffic study that assigns a traffic volume range to each road commensurate with its position in the road hierarchy.
- Measures to ensure local roads do not exceed the traffic volume range commensurate with their position in the road hierarchy (with particular regard to Bay Shore Avenue and Coriyule Road).
- Engineering cross-sections for all road types.

Detailed **Flooding, Stormwater and Drainage Management Plans** that must include:

- Designs which are based on the following reference documents:
 - *WSUD Engineering Procedures: Stormwater*, CSIRO Publishing, 2005;
 - *Urban Stormwater: Best Practice Environmental Management Guidelines*, CSIRO Publishing, 1999;
 - *City of Greater Geelong Stormwater Management Plan*, 2002;
 - *City of Greater Geelong Standard Specification for Roadworks and Drainage*.
- An integrated approach to stormwater system management designed and implemented on a catchment wide basis, that includes consideration of development impacts and provides for the stormwater management of any construction stage(s), interim stage(s) and the final development.
- A stormwater management system that ensures peak discharge rates, volumes and pollutant loads of all stormwater leaving a site post development are no greater than pre-development and that ensures no detriment to any surrounding area.
- Identification of all land to be set aside for drainage purposes, detailing the approximate size and location of all drainage reserves and system components and that:
 - Includes measures to safely control discharge to Port Phillip Bay for all storms, including 1 in 100 year ARI events;
 - Includes designation of all floodways or areas subject to inundation;

- Identifies and quantifies any site discharge across the rural land to the west, detailing the location and manner of discharge across the site boundary;
- Includes the design, sizing and location of all retarding basins to accord current best practice, and
- Includes the design, sizing, construction details and maintenance requirements of all WSUD facilities including swales, wetlands and sedimentation basins, in particular during and post-construction when the wetland plants are establishing.
- A plan which ensures access to treated storm water for all downstream rural properties in similar quantities, qualities, location and concentration to pre development overland flows.
- Incorporation of leading edge water reuse strategies and alternative water supply sources.
- Hydrologic and hydraulic analysis of impacts on Griggs Creek.
- All proposed stormwater quality treatment measures shall be designed in accordance with current best practice guidelines and will be reviewed using the MUSIC (Model for Urban Stormwater Improvement Conceptualisation) program to ensure compliance with current best practice.

A **Development Sequencing Plan** that must include:

- The sequence in which the initial development of the site is to proceed and identification of likely development fronts.
- The staging and early provision of infrastructure and other key facilities, including the timing of the development of the foreshore and creek reserves.
- A road staging plan that includes provision for integration with subsequent stages of development. Any interim termination of roads which may be extended in the future across site boundaries must be designed and constructed to allow for functional vehicular movement during that interim period.
- Evidence that reticulated water supply and sewerage services can be provided to the land in a timely and efficient manner.

A **Neighbourhood Activity Centre Master Plan** for land in areas C and D of the Property Identification Map at Clause 4 that responds to the topography of the site and resolves the design of a Neighbourhood Activity Centre located centrally to the Jetty Road growth area generally in the vicinity shown in the Jetty Road Urban Growth Plan 26 June 2007 (Amended 23 September 2008). The Neighbourhood Activity Centre Master Plan must include:

- A street based centre with the majority of public space within the activity centre to be publicly owned and designed to create a strong sense of place within the Jetty Road precinct.
- Provision for commercial and non-commercial floor space in the order of 5,000m².
- Provision for community services and infrastructure, including joined up (or in hub formation) children's services and allied uses and a Neighbourhood House in the order of 500 sqm.
- Proper integration between commercial and community facilities, including the sub-regional park located adjacent to and generally north and north west of the Activity Centre.
- Significant frontage to the primary road network and exposure to passing trade.
- Guidelines for development staging of the Neighbourhood Activity Centre.

The Neighbourhood Activity Centre Master Plan must have regard to the Activity Centre Guidelines published by the Department of Planning and Community Development.

A **Landslide Risk Assessment** for land in area A of the Property Identification Map at Clause 4 that must:

- Address potential issues arising from coastal instability and erosion along the foreshore and foreshore reserve, as per the *Preliminary Geotechnical Assessment* (October 2004, Chadwick Group Holdings).

An **Environmental Assessment** that must include:

- Assessment of the land by a suitably qualified environmental professional detailing the level and location of any contamination. This assessment is to be peer reviewed by a suitably qualified environmental professional approved by Council. If the responsible authority is satisfied that significant levels of contamination have been found:
 - A certificate of environmental audit must be issued for the land in accordance with Part IXD of the *Environment Protection Act 1970*, or
 - An environmental auditor appointed under the Environment Protection Act 1970 must make a statement in accordance with Part IXD of the Environment Protection Act 1970 that the environmental conditions of the land are suitable for the sensitive use.

Any planning permit must contain whatever conditions are reasonably necessary to give effect to the requirements of the certificate or statement as the case may be.

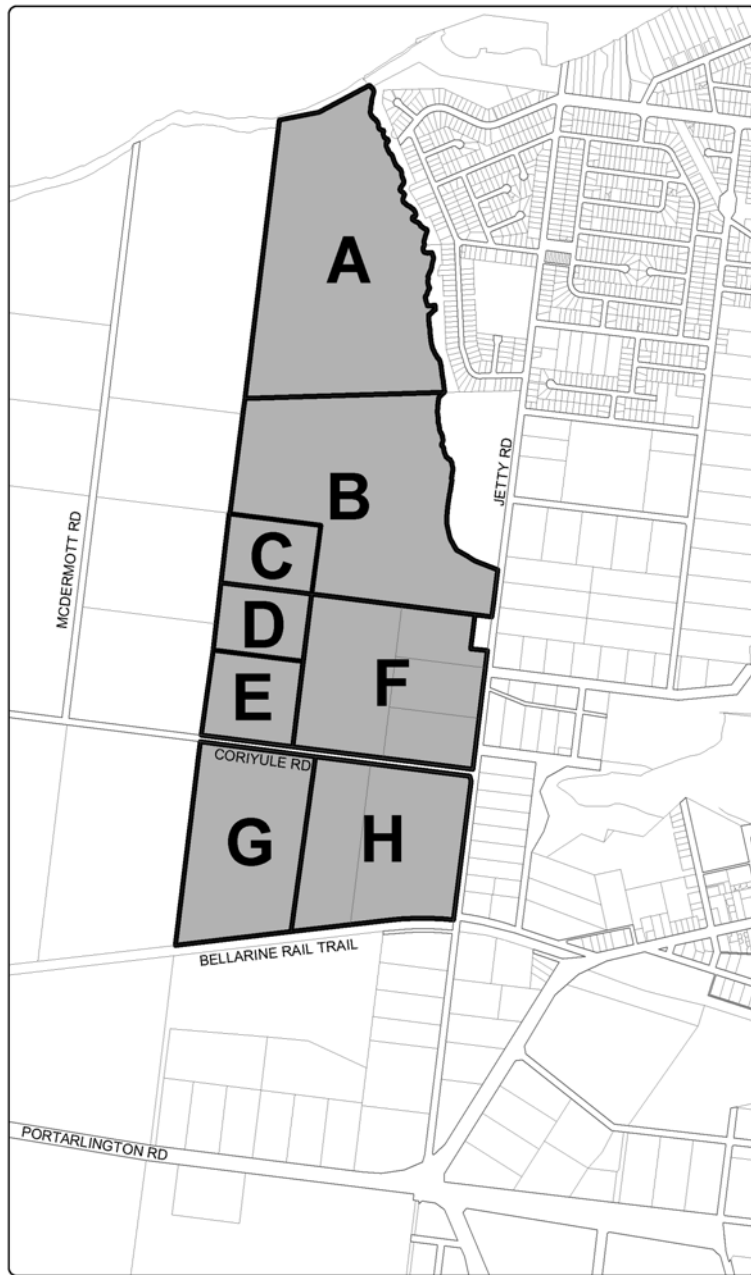
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Decision guidelines

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In considering whether or not to approve or amend the development plan, the responsible authority must consider the *Jetty Road Urban Growth Plan*, 26 June 2007 (Amended 23 September 2008).

Property Identification Map



PROPERTY IDENTIFICATION MAP

