

Some notes on the Barwon Heads Structure Plan December 2007.

What follows are pages of the Structure Plan with all the Motions passed by the Barwon Heads Association on the 19th September (bounded by thick black lines) pasted into the relevant pages of the Plan,. There are numbers assigned to each of the 'Directions' embedded in the Plan and then the Motions are correspondingly numbered.

Also there are new parts of the Plan added since the July iteration, bounded by thin black lines and marked 'NEW'.

Notes by GW

- Page 11** These motions need no discussion.
- Page 13** **Direction 2** There have been calls for a 40 kph speed limit in the Village.
Direction 8b No discussion on 5th or 19th Sep 07.
- Page 14** **Direction 8c** No discussion on 5th or 19th Sep 07.
Direction 8d No discussion on 5th or 19th Sep 07 although see Motions 8 and 10.
Direction 8e and 8f CoGG does not own these pieces of land.
Direction 12 No discussion on 5th or 19th Sep 07.
- Page 15** **Directions 1 to 7** These appear to require no discussion.
- Page 16** **Directions 1 to 11** These appear to require no discussion although the VicRoads plan for the Bridge appears to take no notice of Directions 5 and 8.
- Page 18** **Directions 1 to 9 and new sections** These appear to require no discussion.
- Page 21** **Implementation of BH Structure Plan** These new sections appear to require no discussion although we need to follow the progress of the traffic and parking analysis.
- Page 22** **Implementation of BH Structure Plan** This new section needs careful monitoring.
- Page 27** **Proposed overlays** These appear to require no further discussion.

- Page 33** **Principles for Further Study...** These appear to require no further discussion.
- Page 63** **recommendations of the Study...**The implementations of the actions flowing from these motions need to monitored.
- Page 79** **The map in the December Plan is very different from the same page map in the July Plan. Of particular note is the new "Settlement boundary" in the December Plan.**
- Page 106** **Physical Infrastructure and Transport.** The new paragraphs hint at 'the proposed expansion of the western boundary'...and go on to state that provision of water and sewerage to 1920 BH Road will need further infrastructure building.
- Page 109** The new paragraph tells us that the Council's Traffic Department does not support one way traffic in Clifford Pde.
- Page 125 and 6** repeats the above comments on page 106.
- Page 127** This appears to require no discussion.
- Page 133** **Community Benefit** This new sentence appears to require no discussion although is it a 'clearing the way' for this part of the Round the Heads Trail?

COPY OF LETTER TO COUNCIL

The Chief Executive Officer City of Greater Geelong

Dear Ms. Rundle

The Barwon Heads Association met on September 5 to raise issues relating to the 2007 Draft Structure Plan for Barwon Heads. The second part of that meeting was held on September 19 to formalize the BHA response by motions and, preferably, consensus. Approximately 280 people attended the former meeting, and 85 the latter.

As a result the Barwon Heads Association wishes to advise the city of Greater Geelong that:

PART A

URBAN GROWTH 3.3.1

- 1 Direction 1** We strongly oppose a shift of the existing western boundary westwards.

Moved : Mignani/Schoff *Opposed G Wallace-Smith* *Carried (almost unanimous)*

We call on the City of Greater Geelong to undertake the necessary planning and legislative actions to fix the existing boundaries of Barwon Heads for all time to provide planning certainty for all present and future stakeholders.

Moved : Mignani/Schoff *Opposed B. Napthine* *Carried*

- 3 Direction 3** We endorse the recommendation that Stage C of the 13th Beach Golf Resort be rezoned to the Rural Zone applicable to the Bellarine Peninsula.

Moved : Napthine/Littleton *Carried (unopposed)*

Principles

- To protect the unique character of Barwon Heads as a small coastal village located within a sensitive environmental and significant landscape setting.
- To maintain a compact urban form and avoid outward sprawl.

Directions

- 1 ▪ Ensure that urban development does not occur outside the defined Settlement Boundary as shown on the accompanying Structure Plan Map;
- 2 ▪ Encourage appropriate infill residential development and medium density housing in residential zones where drainage and servicing issues can be addressed and which ensures urban development respects the low scale character of the township;
- 3 ▪ Rezone Stage C of the Thirteenth Beach Golf Resort to the appropriate rural zone applicable on the Bellarine Peninsula.

INFRASTRUCTURE 3.3.2

Direction 4 We endorse the recommendation for a roundabout at the corner of Hitchcock Avenue and Geelong Road.

Moved :Naphthine/Littleton

carried (unopposed)

3 We request that the design of the corner of Golf Links Road and Bridge Road be upgraded so that it is suitable for arterial road traffic.

Moved :Mignani/Naphthine

carried (unopposed)

8 **Direction 8** We are disappointed with the lack of effective parking solutions in the Structure Plan especially the refusal of Council to consider the purchase of land for public parking in or near the Hitchcock Avenue retail precinct.

Moved :Naphthine/Littleton

carried (unopposed)

8 We contend that there is inadequate car parking space in the Town centre for a substantial portion of each year, and that this situation will rapidly worsen due increasing population and visitors, and the waiver of parking obligations when new commercial premises are permitted.

Moved : Waite/Dennett

carried

(unopposed)

Principles

- To encourage the provision of a range of social and community services commensurate with the size and role of the township;
- To provide an improved transport, parking and movement network, including pedestrian and cyclist linkages and public transport options, which achieves sustainability objectives.

Directions

- 1** ▪ Support the ongoing upgrading of open space, leisure and recreation areas undertaken for and on behalf of public land managers, including provision of pedestrian/bicycle linkages;
- 2** ▪ Encourage the implementation of a year-round 50km/ph speed limit in all streets in Barwon Heads, including along the new arterial route of Gold Links Road and Bridge Road;
- 3** ▪ Prioritise the construction of a roundabout at the intersection of Hitchcock Avenue and Geelong Road, upon transfer of the arterial road status to Golf Links Road;
- 4** ▪ Investigate and install appropriate traffic calming measures on Margate Street, Seaview Avenue and the northern end of Riverside Terrace;
- 5** ▪ At the southern end of Grandview Parade, on the east side, remove a single parking space near Bridge Road. In conjunction, relocate the no stopping sign northward to allow two cars to pass at the approach to the intersection;
- 6** ▪ Encourage any future traffic works undertaken by VicRoads along Bridge Road to adequately consider and improve the pedestrian environment in this area;
- 7** ▪ Traffic management solutions at the Barwon Heads bridge approaches be low key and reflect the prevailing coastal character of the township;
- 8** ▪ Rationalise and formalise parking opportunities by:
 - a** ▪ Formalising the parking area on the corner of Ozone Road and Seaview Avenue, through the use of materials sympathetic to the coastal environment (E.g. Informal topping (no asphalt), informal markers and directional signage)
 - b** ▪ Improving the available parking areas along the east side of Flinders Parade, (directional bollards and line-marking on existing posts);
 - c** ▪ Formalising the on-street parking at the southern end of Hitchcock Avenue, on the

south side of Bridge Road, through the partial sealing of the roadway, the establishment of angle parking on the east side (using part of the road reserve) and the line-marking of parking bays;

- d ▪ Following further investigation by Council Engineers install along Clifford Parade parking restriction signs, including provision for delivery and pick-up bays in front of the kindergarten and two hour parking limit restrictions for the remainder or part of the street, between Hitchcock Avenue and Grove Road;
- e ▪ Informal sealing and line-marking the parking area at the rear of the community hall;
- f ▪ Informal sealing and line-marking the parking area adjacent to the senior citizens centre;
- g ▪ Installing direction signs to all off-street and appropriate on-street parking areas. Such signs should also be installed at the entrance to the township to direct visitors;
- 9 ▪ Support the development, and implement the findings, of a strategic footpaths policy to achieve better pedestrian and cyclist linkages throughout the town;
- 10 ▪ On one side of Clifford Parade provide a formal footpath, in recognition of the important east-west link to the town centre;
- 11 ▪ Advocate for increased bus services between Barwon Heads and Geelong;
- 12 ▪ Where appropriate, future development waivers for car parking requirements under the Planning Scheme will require the contribution of developers to improvements to the pedestrian and parking environment as outlined within this Structure Plan;
- 13 ▪ Support applications for funding to the State Government's TravelSmart program to enable funding for education and community awareness on sustainable travel choices;
- 14 ▪ Support Community Development in the establishment of a year round community bus, funded in part by local business support. Such bus should provide for deliveries to and from businesses within township;
- 15 ▪ Encourage the marketing of the town by Council and tourism operators and bodies as a walkable, sustainable village where human impacts are minimised;
- 16 ▪ Implement the relevant flood overlays as identified in the Barwon Heads Drainage Flood Management Plan.

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- 9 **Direction 9** We endorse the need to achieve better pedestrian and cyclist linkages throughout the town, and ask that Council convene a workshop to look at ways of doing this.
Move : Littleton/Naphthine *carried (unopposed)*
- 10 **Direction 10** We request the changing of Clifford Parade to a one way street, and that the results of this change be reviewed in 12 months time.
Moved : Naphthine/Littleton *carried (unopposed)*
- 5 We endorse the recommendation to ban parking on both sides of Grandview Parade within the vicinity of the crest.
Move : Naphthine/Littleton *carried (unopposed)*
- 8 We call on Council to ensure that in the upgrading of Bridge Road/Golf links Road to arterial road status, that pedestrian safety be treated as of paramount importance, particularly in the vicinity of the Primary School and the western end of the bridge.
Moved : Mignani/Wickham *carried (unopposed)*
- 8 We also ask Council to treat the safety for the drop off and pick up of children at the Preschool as of paramount importance.
Moved : Wickham/Brasier *carried (unopposed)*
We advise Council that we do not support pedestrian operated signals or a zebra crossing with flashing lights in Hitchcock Avenue, or in Bridge Road adjacent to the supermarket.
Moved : Naphthine/Littleton *carried (unopposed)*
- 11 & 14 We support the recommendation for Council "funding and support" (page 13) of a Community bus, particularly over the holiday periods.
Moved : Naphthine/Littleton *carried (unopposed)*

SETTLEMENT AND HOUSING 3.3.3

We are opposed to any element in the Plan that could result in an increase in building heights to more than 7.5m above natural surface level.

Move : Naphthine/Littleton

carried (unopposed)

Principles

To ensure that future housing development complements the character of Barwon Heads and provides for a variety of housing sizes and types.

Directions

- 1 ▪ Encourage development which respects the coastal and river setting of Barwon Heads; by providing for contemporary design that addresses the existing scale, setback and building spacing, forms and materials of the locality and which provides for the reasonable sharing of views to the coast, river and foreshore;
- 2 ▪ Encourage housing development which is consistent with the preferred character identified in the City of Greater Geelong Residential Character Study 2001;
- 3 ▪ Encourage development which provides for the planting or protection of significant vegetation around buildings and minimises impacts on roadside vegetation;
- 4 ▪ Rezone the residential properties on Stephens Parade to Low Density Residential Zone to ensure no further subdivision or multi-dwelling development occurs within this highly sensitive area;
- 5 ▪ Implement overlays in the river frontage environs, as detailed in Part B of this Structure Plan, to control urban form and provide for the retention of vegetation in this sensitive location;
- 6 ▪ Support the development of further vegetation studies in the Ewing Blyth and Golf Links Road area and also in the Warrenbeen Court area with the intention to implement overlays;
- 7 ▪ Support a mix of housing types, particularly around the town centre, including the provision of housing choices designed for elderly persons.

3.3.4 Natural Environment

The surrounding landscape features of Barwon Heads play important roles; providing intrinsic habitat and biodiversity values to the local and wider environment and establishing the identity of the township and community. The designation of a Settlement Boundary to exclude the key environmental features will assist in the protection of these areas, which are presently mostly unaffected by urban encroachment.

Significantly, the environment and landscape hold important values relating to Aboriginal cultural heritage, particularly within the river and coastal environs, and there is a strong need to appropriately protect and manage these values.

The majority of the key landscape features are managed by public land managers, such as the Barwon Coast Committee of Management, Parks Victoria and the City of Greater Geelong. A variety of community based groups, such as the Barwon Heads Association, the

Friends of the Bluff and Below the Bluff, are also involved to a significant degree in the protection and improvement of the Barwon Heads environs. The on-going involvement by these agencies and groups will ensure that these areas are protected in the long-term. The Community Arts Garden which has been established at the west entrance to the town also has a significant role to play in environmental awareness and protection of the environment.

Further work recommended to be undertaken includes the investigation of sites of significant vegetation within the township and the application of additional Overlay controls where appropriate. This recommendation is identified in Part B Implementation and Review Section of the Structure Plan.

Principles

Protect the landscape character of the town and ecological sensitivity of the surrounding environment.

Directions

- 1 ▪ Support the appropriate management and protection of Murtnaghurt Lagoon, the Bluff, the coastal and river environs and the estuary as undertaken by public land managers and community groups;
- 2 ▪ Provide for the protection of Aboriginal cultural heritage values, through community education and awareness;
- 3 ▪ Encourage retention and enhancement of existing vegetation on private land, roadsides and reserves using locally indigenous plantings;
- 4 ▪ Undertake an indigenous vegetation planting program, including an extension of the River Parade Moonah habitat down Sheepwash Road, including an informal avenue at the Geelong-Barwon Heads Road entrance to the town and a street tree planting program in the new area of Barwon Heads, north of Geelong-Barwon Heads Road, utilising appropriate indigenous species and ground covers;
- 5 ▪ Encourage any future roadside planting and road reserve treatments to be designed to respect the informal, coastal qualities of the town;
- 6 ▪ Support the appropriate development of the Barwon Heads Community Arts Garden;
- 7 ▪ Ensure that development adjacent to Areas of Significant Landscape, Environment & Recreation as shown on the attached Structure Plan is undertaken in a manner which complements and does not adversely impact upon these features;
- 8 ▪ Protect and enhance key vistas and viewlines to the coast and environmental features as identified in the attached Structure Plan Map;
- 9 ▪ Support the introduction of planning scheme controls over the residential areas adjacent to the river environs in the northern and north west section of the town to protect the landscaped, low scale qualities of this area;
- 10 ▪ Undertake further studies in the Ewing Blyth and Golf Links Road area and also in the Warrenbeen Court area;
- 11 ▪ Rezone the residential properties on Stephens Parade to Low Density Residential Zone to ensure no further subdivision or multi-dwelling development occurs within this highly sensitive area.

The Implementation and Review section of the Structure Plan identifies broad urban design principles for the development of the town centre which can be used as the basis for the assessment of development applications and for development of a Design and Development Overlay.

Principles

- To encourage a diverse mix of uses and activities in Hitchcock Avenue, including within any expansion of the village centre.
 - To encourage the development of the town centre which enhances its coastal setting and retains the traditionally scaled and proportioned lot sizes in the street.
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- NEW**
- To encourage the provision of additional tourist accommodation and related services and infrastructure which is responsive to the coastal setting and environment.
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Directions

- 1 ▪ Direct any additional business or mixed use zonings into that land supported for such purposes along Hitchcock Avenue, between Bridge and Ozone Road, as shown in Part B Implementation and Review Section;
 - 2 ▪ Encourage the development of a mix of commercial, community, visitor related and residential uses on individual sites in Hitchcock Avenue. The scale of new individual commercial uses should be commensurate with the role and function of the town centre;
 - 3 ▪ Support a variety of appropriate tourism based developments, particularly high-end accommodation, within the town and town centre;
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- NEW**
- 4 ▪ Support further reinvestment in existing caravan park infrastructure and tourist accommodation facilities and development including the potential for the tourist accommodation type and mix;
 - 5 ▪ Support the development of tourist related amenities in appropriate locations;
 - 6 ▪ Discourage the use of land on Hitchcock Avenue for industry or warehousing and make no provision for land to be rezoned for service business or industrial uses within Barwon Heads;
 - 7 ▪ Direct service business and industrial development to other designated locations identified in the Local Planning Policy Framework;
 - 8 ▪ Support the integration of the town centre and the wider township through the development of improved pedestrian linkages.
 - 9 ▪ Retain or restore the traditional subdivision pattern in the street (i.e. narrow frontage to longer depth of lot).
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ECONOMIC DEVELOPMENT AND EMPLOYMENT 3.3.5

We endorse the recommendation that "Hitchcock Avenue remain the sole focus for commercial development within Barwon Heads", and the suggestion that "the properties presently zoned Residential on Hitchcock Avenue between Bridge and Ozone roads are to be supported for rezoning to Mixed Use"

Moved : Naphthine/Littleton

carried (unopposed)

PART B IMPLEMENTATION AND REVIEW

The Implementation and Review Section identifies Review provisions and key Planning Scheme alterations, or supporting strategic work, necessary to attain the principles and directions identified in the Structure Plan including:

- Introduction of Planning Policy;
- Application of Zones and Overlays;
- Further strategic work required to support additional planning controls;
- Other Actions critical to attaining key principles directions.

1.0 Implementation of the Barwon Heads Structure Plan

Implementation Plan	
Using policy and the exercise of discretion	Incorporate Structure Plan into the Greater Geelong Planning Scheme.
Applying Zones and Overlays	<p>Rezone Residential 1 Zoned properties along Hitchcock Avenue, between Ozone Road and Bridge Road to Mixed Use Zone, to be facilitated by Council.</p> <p>Rezone Residential 1 Zoned properties along Stephens Parade to Low Density Residential Zone.</p> <p>Rezone Stage C of Thirteenth Beach Golf Resort to the rural zone applicable on the Bellarine Peninsula.</p>
NEW	Apply a Significant Landscape Overlay to properties in the river environs.
	Apply Flood overlays to those areas shown in the Barwon Heads Drainage Flood Management Plan.
Recommended further strategic work	Undertake a Landscape Assessment study for the Ewing Blyth/Golf Links/Bridge Road and the Warrenbeen Court residential areas with the intention to apply an overlay to protect the existing character and vegetation.
NEW {	<p>Investigate application of ESO along coastal areas</p> <p>Undertake a further traffic and parking analysis for town centre and key traffic routes</p>
Other City of Greater Geelong Actions & Key Agency Relationships	<p>A number of directions require Council support in the work of key agencies and/or the support of key agencies to Council including:</p> <ul style="list-style-type: none"> ▪ Barwon Coast – ongoing improvements to foreshore areas and implementation support. ▪ Parks Victoria – ongoing improvements to key park and wetland areas and implementation support. ▪ Bellarine Community Health – on going support of social and community health and support infrastructure.

NEW

	<ul style="list-style-type: none">▪ Departments of Victorian Communities, Human Services and Regional Development – as above▪ Geelong Otway Tourism – with Bellarine Peninsula Tourism support for tourism and signage initiatives.
	Work with VicRoads to ensure appropriate treatment and installation of pedestrian crossings; review road classifications for Golf Links Road and Hitchcock Avenue; and develop appropriate Barwon Heads bridge traffic approach design.

2.0 Rezoning Recommendations and Development of Overlay Controls

2.1 Rezoning of Properties in Hitchcock Avenue

As detailed in Part C, it is considered appropriate that those properties on Hitchcock Avenue, between Ozone Road and Bridge Road, which are currently zoned Residential 1, should be supported for rezoning to Mixed Use.

The properties supported for rezoning to Mixed Use are shown on Map 3.

PART B

2.1 We call on Council to reject in its entirety the rezoning and development proposal for 1920 Barwon Heads Road.

Moved : MignaniSchoff

carried (unopposed)

- The need to ensure the design and siting of buildings exceeding 7.5 metres in height will not dominate the riverfront and the streetscape, and will not impact on long distance views; Dwellings which are proposed to exceed over 7.5 metres must respond to the flat topography and naturally occurring low vegetation types that contribute to broad and expansive view sheds;
- The need to ensure the design and siting of buildings exceeding 7.5 metres in height will allow for the reasonable sharing of view(s) having regard to the extent of available view(s) and the significance of the view(s) from the properties affected;
- Appropriate regard to the impact on the riverfront, streetscape and vegetation character, the rhythm of existing building spacing and the visual permeability of the existing built form when viewed from the riverfront and the street;
- The use of appropriate materials, articulation and roof forms which complement the natural character of the waterway;
- To encourage the use of indigenous planting that breaks up the views of the built form, and retains adequate sight lines for safety and to soften and improve the interface treatment to the waterway;
- To maximise building set back from the property line that directly adjoins the waterway corridor and allow for substantial landscaping between buildings and the waterway corridor to soften the urban character. Buildings and works and jetties should be set back to maintain the open landscape area alongside the waterway;
- To encourage water sensitive urban design and best practice stormwater management in accordance with the municipal Stormwater Management Plan.

2.4 Proposed Overlay: Hitchcock Avenue Urban Design Guidelines

A Design & Development Overlay (DDO) is recommended to be applied to identified properties within the Town Centre (refer Map 5).

The properties to be affected by the overlay only include those which are currently zoned Business 1 or Mixed Use fronting Hitchcock Avenue and Bridge Road. The DDO should be applied as part of any future application for rezoning to Mixed Use in respect to those properties presently zoned Residential 1 on Hitchcock Avenue. Given the importance of the bridge entrance to the town and the need to link this area with Hitchcock Avenue it is also proposed to include those Business 1 zoned properties which front Bridge Road within the proposed overlay area (excluding those properties along Bridge Road which are within a heritage overlay). There is a single Business 1 zoned property fronting Bridge Road on its north side, west of Hitchcock Avenue, and it is also recommended that this property be included within the overlay area, together with the properties at 1 and 3 Clifford Parade, which are also zoned Business 1.

The purpose of the DDO is to establish urban design principles for the town centre which enhances its appearance and vitality. The DDO is to be generally built around the objectives and responses included within the Barwon Heads UDF (refer Table 1).

(The original guidelines in the UDF included objectives relating to uses in the town centre. Given that objectives or requirements relating to use can not be included in a DDO, these objectives have been included in the principles relating to Economic Development and Settlement and Housing within Part A of the Structure Plan):

2.2 and 2.3 We have no objection to the rezoning, as proposed, of properties in Hitchcock Avenue or Stephens Parade.

Moved : Naphthine/Schoff

carried (unopposed)

2.4 We support the application of a Significant Landscape Overlay to river frontage properties, as recommended.

Moved : Littleton/Naphthine

carried (unopposed)

2.5 Principles for Further Study for the Ewing Blyth and Golf Links Road Area and the Warrenbeen Court Area

Investigations during the preparation of the Structure Plan revealed that the protection of the character of the areas between Ewing Blyth and Golf Links Road and also Warrenbeen Court, for their ecological and aesthetic values is important to the community. Whilst the landscape qualities of these areas are evident, it is appropriate that Council undertake a further Landscape Assessment study, prior to application of an Overlay. Such a study would be required to:

- Investigate the vegetation setting and quality of the vegetation;
- Investigate the built form;
- Identify landscape elements to be protected, in regard to built form and vegetation;
- Provide recommendations regarding the appropriate application of planning scheme controls (including site coverage, building height and siting, vegetation removal and enhancement, materials and built form); and
- Develop guidelines for the assessment of future development applications.

The areas recommended to be part of the Landscape Assessment Study are shown on Map 5.

2.5 We support the application of a Design and Development Overlay to the identified properties within the Town Centre, as recommended.

Moved : Littleton/Napthine

carried (unopposed)

The conclusions and recommendations of the Study to achieve the above objectives were as follows:

Issue	Recommendation
<i>The use of Hitchcock Avenue as the VicRoads' Declared Main Road and preferred route through Barwon Heads.</i>	<i>It is recommended that Council explore the option of downgrading the status of Hitchcock Avenue, with Golf Links Road to become the Main Road.</i>
<i>The intersection of Geelong Road and Hitchcock Avenue is confusing and unsafe.</i>	<i>Replace the existing intersection with a single lane roundabout.</i>
<i>Some 'rat-running' through the residential streets of Seaview Avenue and Riverside Terrace was identified.</i>	<i>While it is recognised that some through traffic in these streets, the level of traffic is not considered to be significant during the off-peak season. However, in the interests of protecting residential amenity and encouraging the use of Hitchcock Avenue as the appropriate through route, it is recommended that chicanes be installed at each end of Margate Street, Seaview Avenue and at the northern end of Riverside Terrace.</i>
<i>During the summer period, the intersections of Hitchcock Avenue and Bridge Road and Bridge Road and Ewing Blyth Drive become congested.</i>	<i>While these intersections are busy and at times congested during the holiday season, they are coping well with acceptable performance indicators. No action is required.</i>
<i>Speeds throughout the study area are considered inappropriate for the nature of the study area and the condition of the roads.</i>	<i>Reduce of all speeds within the study area to 50km/hr including Hitchcock Avenue and investigate the introduction of traffic calming devices as detailed within other recommendations.</i>
<i>A number of local streets are stone sealed (including Seaview Avenue between Geelong Road and Riverside Terrace and the intersection of Grandview parade and Margate Street).</i>	<i>Where possible seal these roads, stone seal shoulders should be retained for streetscaping purposes.</i>
<i>Excessive speeds in front of Barwon Heads Primary School.</i>	<i>In consultation with VicRoads, investigate the installation of 40km/h school zone speed limit during school drop off and pick up times.</i>
<i>The bus stop located within the main retail sector of Hitchcock Avenue is in an inappropriate location.</i>	<i>It is recommended that the bus stop be relocated south of Ozone Road with the existing bus zone to be reclaimed as 15 minute car parking spaces.</i>
<i>An inadequate amount of car parking is supplied within the main activity district of Hitchcock Avenue and Bridge Road.</i>	<i>This contention is not supported by the results of the off-peak or holiday period parking inventories. As a result there is no need to provide additional parking within the area. Notwithstanding, it is recommended that each development proposal in the future be carefully examined for its parking requirements and provision be made wherever practical in the immediate vicinity.</i>

Issue	Recommendation
A number of car parking areas are currently underutilised.	Appropriately formalise car parks, install information signs and clearly sign post off-street car parks and limit on-street parking where inappropriate.
Limited opportunities exist for pedestrians to cross Hitchcock Avenue, Bridge Road or Ewing Blyth Drive.	In consultation with the community and VicRoads investigate the provision of pedestrian operated signals or zebra crossing with flashing lights opposite the post office on Hitchcock Avenue, the supermarket on Bridge Road and Ewing Blyth Drive in the vicinity of Bridge Road. Any installation should meet the warrants for such treatments including usage levels and surrounding facilities

We advise Council that we do not support pedestrian operated signals or a zebra crossing with flashing lights in Hitchcock Avenue, or in Bridge Road adjacent to the supermarket.

Moved : Naphthine/Littleton

carried (unopposed)

There is conflict between pedestrians / cyclists and vehicles on local roads.	Investigate the provision of footpaths along one side of local roads within the township. It is recommended these paths be constructed of "Lilydale topping:" or similar for streetscaping purposes.
There are no footpaths along Sheepwash Road causing a missing link in the pedestrian network within Barwon Heads.	Install pedestrian footpaths utilising materials that are consistent with existing paths in the area.
The footpath on the corner of Golf Links Road and Bridge Road is approximately 1.5m above the road surface.	Install pedestrian fencing along the length of footpath along corner.
The Clifford Parade carriageway is not of sufficient width to cater for car parking on both sides.	Car parking should be restricted to one side of the carriageway.
Sight distance within the vicinity of the crest located on Grandview Parade is substandard with car parking, which is available on both sides of the carriageway, often restricting flow and further exacerbating the limited sight distance	Ban car parking on both sides of the carriageway within the vicinity of the crest.

Direction 10 We request the changing of Clifford Parade to a one way street, and that the results of this change be reviewed in 12 months time.

Moved : Naphthine/Littleton

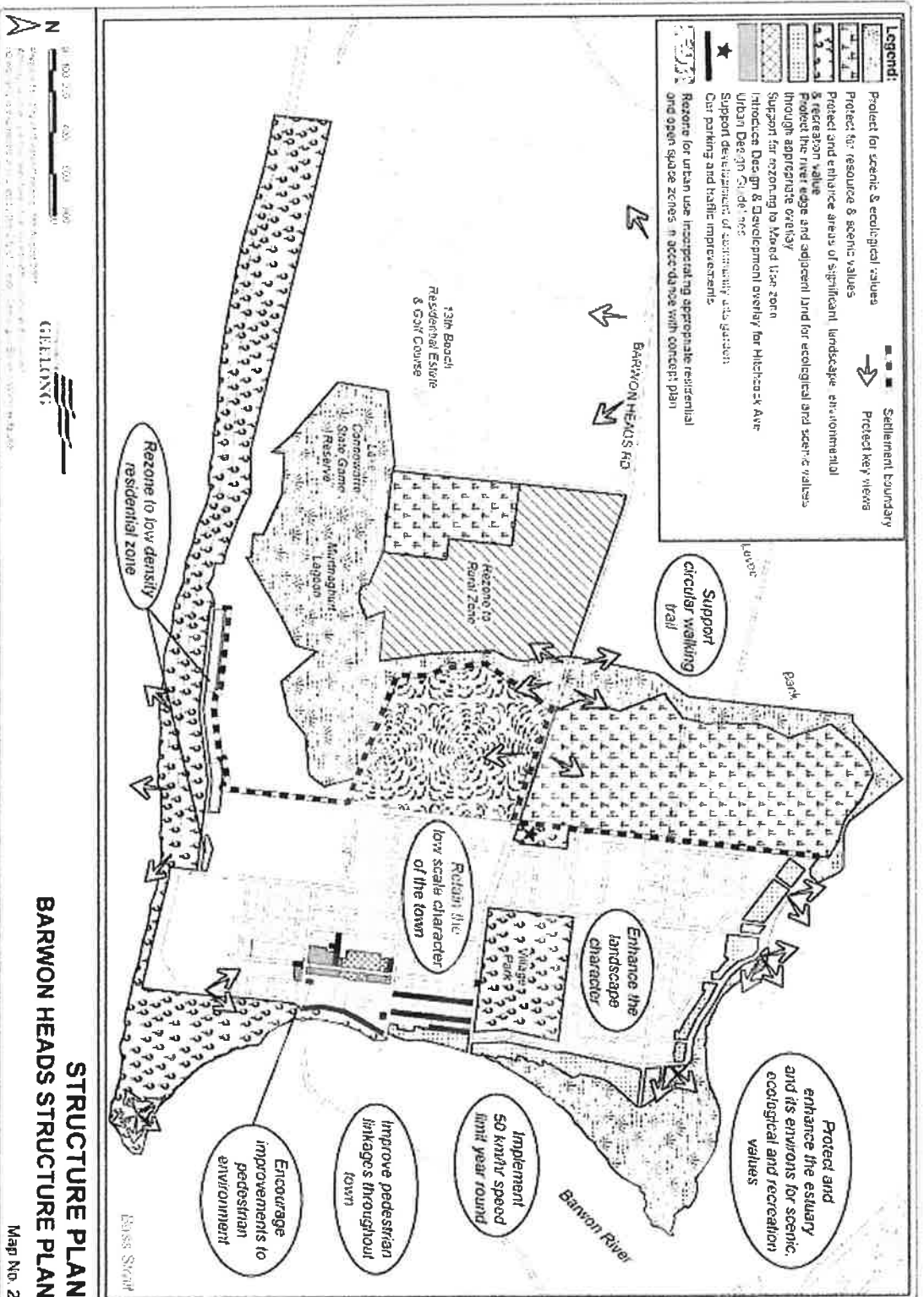
carried (unopposed)

We endorse the recommendation to ban parking on both sides of Grandview Parade within the vicinity of the crest.

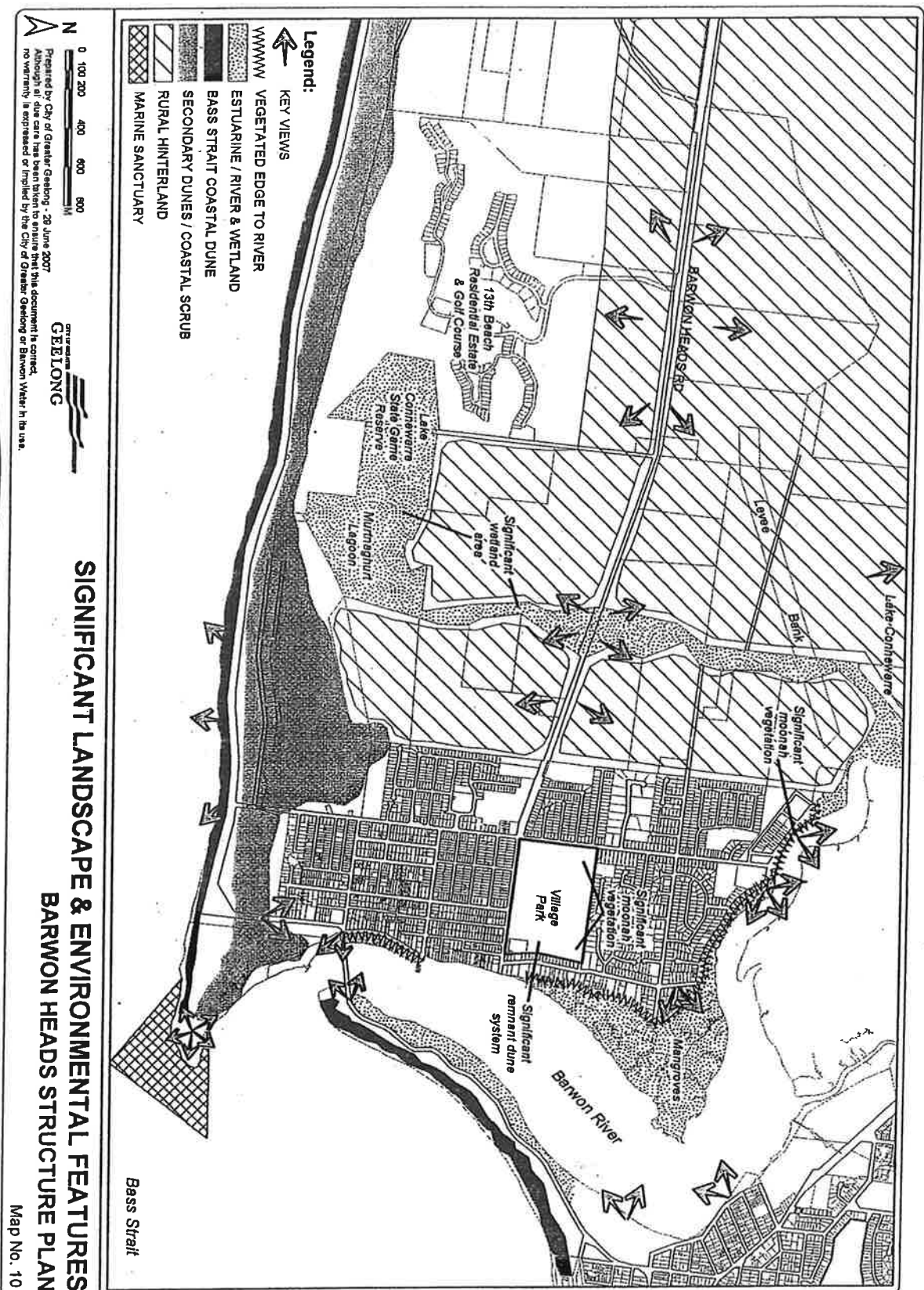
Move : Naphthine/Littleton

carried (unopposed)

Map 10 - Significant Landscape and Environmental Features



Map 10 - Significant Landscape and Environmental Features



6.0 Physical Infrastructure and Transport

6.1 Water Supply

Barwon Heads is supplied with water by gravity from Barwon Water's Ocean Grove Tank in Grubb Road, Ocean Grove. The water is conveyed to the town, through Ocean Grove via a 375mm diameter feeder main, located within the foreshore reserve adjoining the Barwon Heads-Ocean Grove Roads, with a 425mm diameter section across the Barwon Heads Bridge.

Additional comments from Barwon Water with regard to the proposed expansion of the western boundary state that the existing water supply system has the capacity to service the existing township and any zoned infill. There is no capacity in the current system to provide for any land west of the current western boundary (1900-1920 Barwon Heads Road); this area was not within the longstanding designated boundary for Barwon Heads.

NEW { The 1900-1920 Barwon Heads Road property could be serviced but it would require a significant length of 225mm connecting main from Barwon Water's 375mm pipeline in Bridge Road. Because this main would only be required to service the 1900-1920 Barwon Heads Road development it is considered as a reticulation asset with the developer being required to fund it. If land north of the Barwon Heads-Geelong Road and north of the 1900-1920 Barwon Heads Road development is one day allowed to develop, it will require a dedicated tank and pumping system to ensure that supplies to existing adjacent properties are not compromised.

6.2 Sewer

The Barwon Heads wastewater system serves all of the existing development within the township apart from a small number of dwellings in Stephens Parade.

The system includes a number of pump stations serving separate drainage catchments.

Barwon Heads is serviced via a conventional gravity sewerage system along with ten sewerage pump stations (PS), which collect flows and pump them via a series of rising mains and gravity mains to the Barwon Heads PS No.1. The Barwon Heads Rising Main No.1 then injects into the Ocean Grove to Black Rock Rising Main, which transfers flows to the Black Rock Water Reclamation Plant (WRP) at Breamlea. Barwon Heads No. 1 pump station was substantially upgraded in 1998.

NEW { Further comments from Barwon Water state that the existing sewerage system in Barwon Heads does not have sufficient capacity to cater for growth beyond the town's current western boundary. Any future growth of Barwon Heads will need to be investigated by the developer and it should be noted that the existing sewerage reticulation system to the east does not currently have capacity to accept these flows.

Bellarine Sewerage Strategy:

The Bellarine Peninsula Sewerage Management Study (BPSMS), which incorporates Barwon Heads, commenced in August 2005 and was completed in April 2007. The BPSMS has determined the sewerage strategies required to accommodate existing and future development within the wider Bellarine Peninsula for the next 40 years.

A conclusion of the BPSMS is that the strategic direction for sewerage on the Peninsula should be the continued operation of conventional sewerage systems in the southern and northern areas. This would involve continued transfer of flows to Black Rock Water Reclamation Plant (WRP) for treatment and disposal or recycling. Growth in the eastern Peninsula would be accommodated by expansion of the existing Portarlington WRP. Local treatment and recycled water schemes were investigated for both the northern and southern

As found within the Barwon Heads Traffic and Parking Study (2003), traffic levels on the major roads in Barwon Heads are typically low for most of the year, however the traffic network comes under increased pressure on weekends and during peak holiday periods. Undoubtedly, the growing popularity of the town as a holiday destination and the development of the Armstrong Creek growth area will intensify both the through traffic and the destination traffic into Barwon Heads.

Like many coastal towns, Barwon Heads has widely grassy verges on most roads, which form a significant character element for the town. The presence of these wide verges, often lacking any formal pedestrian treatment provides for narrow streets, which are made narrower close to the centre of town where parking occurs on both sides of the street.

The retention of the unsealed roadways and grassy verges within the township were a significant point of debate during the preparation of the UDF. The UDF cited overwhelming support for retention of these features at the second community forum for the study, given their association with the "unpolished" character of the town. In contrast, however, the Traffic and Parking Study supported the sealing of the unmade roads on safety and amenity grounds and to improve traffic flow.

There were a number of submissions regarding Clifford Parade or more specifically whether or not this street should become one way. The majority of submissions regarding this issue suggested that the conversion of this street to one way would be a better outcome from a traffic management and parking perspective. However comments from Council's Traffic Department state that the introduction of one way traffic flow in Clifford Parade is not supported at this stage, for the following reasons;

- Inconvenience to property owners;
- Additional traffic needs to use Hitchcock Avenue;
- Higher vehicle speeds and an increased risk to parents crossing the street with children;
- Inconvenience to visitors in the area.

It was noted that the crossover to the Senior Citizens centre on Clifford Parade be widened to allow for two-way operation; it is noted that this would be the responsibility of the Senior Citizens centre.

NEW

As submitted by the owners in support of the rezoning application, a large proportion of the property is proposed to be available for public open space and recreation, including sporting areas, for the benefit of the wider township. Also as part of the development, the owners have proposed the use of some of the land for any required community services, including:

- Kindergarten/Pre-school;
- Community health centre;
- Expansion of the existing school; and
- Nursing home.

Arguments for the proposal, as outlined by the applicant's include:

- 'The proposal is essentially an infill of poor quality agriculture land between the Barwon Heads township and the Thirteenth Beach Golf Links/resort development rather than a major greenfield growth front;
- The Urban Growth Strategy did not envisage the increased growth rates now being experienced throughout the municipality;
- The land is physically capable of accommodating residential development in an environmentally sensitive manner and can be provided with reticulated water supply and sewerage services. Water sensitive urban design principles are intended to ensure stormwater is either used on site or captured for use on the adjoining golf course;
- The additional population likely to be generated by this development is unlikely to threaten the "village" atmosphere of the township;
- The staged release of lots on the land which will not commence until 2008 will assist in alleviating the dwindling residential lot supply available in the Barwon Heads township;
- Environmentally sensitive areas will be protected;
- Open space linkages throughout the land will benefit the wider community (which the applicants are prepared to construct prior to commencement of development); and
- It will assist in providing for the much-needed 9-hole extension to the Barwon Heads Golf Course'.

The land is located on higher ground than that on the north side of Barwon Heads Road and although zoned rural has not been used for rural purposes for some time. The land has an attractive outlook across to the Barwon Heads Golf Course, Murtnaghurt Lagoon and 13th Beach Golf Resort.

The Department of Sustainability and Environment (DSE) did not object to the original proposal, but did state that the continual urban encroachment and development pressure were of concern to the open space, aesthetic and environmental values of reserves, such as Murtnaghurt Lagoon. DSE advised that they were supportive of any effort to incorporate green buffers and open space corridors in residential development, particularly where they are adjacent to protected natural areas. In not objecting to the original proposal DSE also advised that Council "should consider the current use of the public land, which will be within 400 metres of a future residential subdivision. The land is designated part of a Game Reserve and is therefore the site of seasonal game bird hunting which may cause conflict with future residents".

NEW

Barwon Water has provided comments with regard to the proposed expansion of the western boundary and advised that although the existing water supply has the capacity to service the existing Barwon Heads township and any zoned infill, there is no capacity in the current system to provide for any land west of the current western boundary (1900-1920 Barwon Heads Road). Similarly the existing sewerage system does not have sufficient capacity to cater for growth beyond the town's current western boundary. Additional projects would be

required to provide for any expansion to the western boundary, some of which would most likely be at the expense of the developer.

B) Land north of Tait's Road.

This land lies on the north side of Tait's Road, adjacent to the Jirrahlinga Wildlife Sanctuary. The land is relatively flat in topography and is currently developed with a single dwelling. Vegetation across the site is sparse. Similar to the land at 1920 Barwon Heads Road, the property abuts a Residential 1 Zone on its east frontage and is well located to take advantage of the existing road network.

The land to the east of this area is developed with dwellings, which are included within the Special Building Overlay that identifies the land as being liable to inundation by overland flows from the urban drainage system. The potential for this land to be included in the urban area of Barwon Heads has not been received as a formal rezoning request, and as such a concept plan for development of the area has not been submitted to Council.

C) Stage C of Thirteenth Beach Golf Resort

The Thirteenth Beach Golf Resort is located at the western extent of the Study Area. This development comprises a combined golf and residential resort, with both permanent and non-permanent accommodation facilities. The Independent Panel report on Amendment C54 provides a concise overview of the history of development of this land and the following section contains significant extracts from their report (September 2005):

Amendment R45 came into effect in April 1994. This amendment rezoned all the land known as 1662–1770 Barwon Heads Road, Connewarre to part Tomara Resort Zone and part Rural Natural Features Zone. The new Tomara Resort Zone provided for the development of a resort in accordance with the Tomara Concept Plan, with the Amendment also including the Tomara Concept Plan April 1993, as an Incorporated Document in the Geelong Planning Scheme.

The Tomara Resort Zone had as its purposes:

- To provide for the development of land near Thirteenth Beach, Barwon Heads for a golf and recreational tourist establishment with conference and accommodation facilities as set out in the Tomara Resort concept plan.
- To ensure that the development of the land within the zone is undertaken and staged in an orderly manner and does not prejudice the amenity of the surrounding area.
- To require the preparation of detailed development plans showing the use and development of the land within the zone.

The 1993 Concept Plan showed the land in three stages, A, B and C, with the major portion of the land, known as Stage A, containing:

- two golf courses;
- a golf clubhouse;
- a residential village providing for flexible accommodation for about 600 persons;
- a 'hub' building complex having a maximum floor area of 7000m² including reception, tourist related shops (max. 1000m²), restaurants, bars, conference facilities, crèche, gaming machines, theatre, indoor swimming complex, health club/gymnasium, and a number of similar and related uses; and
- an equestrian activities building.

This Concept Plan showed the Stage B land as being set aside for 'Agriculture-Model Farm' with 'Proposed Golf Course and Future Recreation Areas' with the land known

as Stage C, east of Lings Road, being the same. The plan indicated that the development was to commence in early 1995 and be completed by the year 2000.

This zone remained in place until the introduction of the new format Greater Geelong Planning Scheme, where on the 27th July 2000 the whole of the resort land was included in the Comprehensive Development Zone - Schedule 1 - Tomara Resort. The zone provisions were a 'translation' of the former zone provision. The Tomara Resort Comprehensive Development Plan (CDP), dated February 2000, replaced the 1993 Plan and became an Incorporated Document at Clause 81 of the Scheme. The 2000 CDP did not show any development proposed in the Stage B or Stage C area.

Given that the 2000 CDP did not show any development within Stage B, a Planning Scheme Amendment was necessary to facilitate development of this portion of the site. The Amendment incorporates a "new" Stage B of the development and comprises the following:

- 130 golf "villa" lots (i.e. for detached houses) at average size of 700 to 900 sq. m.
- A golf training facility (Golf Academy) at which both individual and group training (e.g. school groups) will be trained in golf technique and will include dormitory style accommodation for up to 40 persons.
- 4 practice golf holes (2 par 3, 1 par 4, 1 par 5) and one practice fairway.
- New purpose-built boutique accommodation at the 5.3ha site of an existing homestead (to be demolished). This area forms part of an old quarry comprising an existing lake surrounded by dense vegetation.
- Extensive landscaping along the Barwon Heads Road frontage and along the western boundary of the land.

The Panel's report made particular reference to the future development of the land in Stage C, east of Lings Road. Given that the land is located within the Comprehensive Development Zone, but its future use and development was not shown on the Comprehensive Development Plan incorporated into the Planning Scheme, the Panel considered that the area should be identified on a new consolidated Comprehensive Development Plan and commented that "the retention of the break between Barwon Heads and Lings Road is a key strategic direction in the Planning Scheme".

In considering the Panel's recommendations Council resolved that the Comprehensive Development Plan should contain the following wording:

"Land east of Lings Road: no development or buildings to be used as accommodation or commercial purpose"

and that an additional purpose should be added to the accompanying Schedule 1:

"To ensure the development and use of the land east of Lings Road reinforces the non-urban break between the Barwon Heads Township and the Thirteenth Beach Resort".

The basis of this decision was that, whilst these provisions were more stringent than recommended by the Panel, they more clearly reflected Council's planning policy framework and provide an unambiguous indication of current development expectations. The report further outlined that the issue of future urban development between the western edge of the Barwon Heads Township and the Thirteenth Beach resort would be reviewed as part of the preparation of the new Barwon Heads Structure Plan.

In approving Amendment C54 the Minister for Planning stated that he agreed with Council that strict limitations were necessary to manage future use and development of Stage C, to maintain the green break to the Barwon Heads township. In determining this position the Minister 'urged Council to reflect this outcome in the new Barwon Heads Structure Plan'.

Direction 4 We endorse the recommendation that Stage C of the 13th Beach Golf Resort be rezoned to the Rural Zone applicable to the Bellarine Peninsula.

Moved :Naphthine/Littleton

Carried (unopposed)

- Coastal development pressure directed away from sensitive areas and managed within activity (settlements) and recreation nodes to minimize impact on coast and protect sensitive areas, contain development to limited locations, manage development pressures according to certain criteria. For townships experiencing population growth and high use and regional visitation this means protecting areas of environmental significance and preserving areas between settlements in non-urban use.

Recommendations of the Coastal Spaces Report are to:

- Reaffirm the Government's commitment to direct urban development to existing settlements. Continue to promote a network of regional and local settlements. New settlements on the coast should only be considered if genuine need is identified through a strategic assessment consistent with the Victorian Coastal Strategy.
- Encourage tourism investment and products that are sensitive to coastal settings and meets regional needs. Tourism proposals outside settlements must be of high quality, well designed and sited, add value to the coastal experience and be distinguishable from residential proposals.
- Establish clear planning policy that discourages disturbance of Coastal Acid Sulphate Soils.

The Draft Coastal Settlement Framework within the Coastal Spaces identifies Barwon Heads as a *Town*, with Low Growth Capacity. Growth is therefore to be "*contained within existing urban or appropriate zoned land primarily through infill capacity and renewal within defined settlement boundaries*" (DSE, p.16).

The Local Planning Policy Framework (LPPF)

The City of Greater Geelong's LPPF provides direction about how towns within the municipality are to be planned, the overriding objectives being to maintain compact urban forms and, particularly on the Bellarine, provide for distinct settlements separated by non-urban breaks.

The LPPF designates Ocean Grove, Drysdale/Clifton Springs and Leopold as the towns suitable for further growth on the Bellarine Peninsula.

Community Benefit

Further development of the land on the western edge of town could enable the provision of a broader range of community services and facilities for the wider township.

The owners of the land on the southern side of Barwon Heads Road have clearly outlined their intention to provide for any required services, be that for a community centre, a larger kindergarten/maternal health centre or open space areas. There are also potential broader environmental benefits and opportunities in achieving a wide, publicly owned Belt of open space to the edge of Murtnaghurt lagoon and associated waterways.

Advice from internal Council departments and external servicing authorities, such as the Department of Education and Bellarine Community Health, have advised that their planning for the coming ten years does not necessitate expanded sites or the relocation of existing facilities to accommodate the expected future demands of the population. Council's Open Space and Recreation Department have also advised that there are no future improvements to open space which require the purchase of land, instead future actions are to be focused on improvements to existing facilities. This advice is reflective of the findings of recent studies into open Space and its provision in the township.

NEW