

PLANNING PANELS VICTORIA

PLANNING SCHEME AMENDMENT:	Amendment C375
PLANNING AUTHORITY:	City of Greater Geelong
PANEL MEMBERS:	Mr Con Tsotsoros (Chair) Ms Elissa Bell
SUBMITTER:	Barwon Heads Association Incorporated

OUTLINE OF SUBMISSIONS ON BEHALF OF BARWON HEADS ASSOCIATION INCORPORATED

Introduction

1. These submissions are made on behalf of Barwon Heads Association Incorporated (“**the Association**”)¹ in relation to Amendment C375 to the Greater Geelong Planning Scheme (“**the Amendment**”).
2. The Association is supportive of certain aspects of the Amendment, including:
 - 2.1. The retention of the existing settlement boundary;
 - 2.2. The attempt, through the application of new zones and overlays to provide greater clarity over the built form outcomes intended for Barwon Heads (although the Association believes in a more nuanced approach is warranted);
 - 2.3. The application of the NRZ6 zone to the Incremental Change (Residential) Area;
 - 2.4. The application of the NRZ6 zone to the area South of Bridge Road;
 - 2.5. The rezoning of the properties in Warrenbeen Court including an Environmental Significant Overlay Schedule 6;
 - 2.6. The removal of all RGZ3 areas entirely;

¹ Appendix A - see copy of ASIC registration

- 2.7. The removal of the IHDA from the Western side of Golf Links Road and rezoning from GRZ1 to NRZ6;
 - 2.8. The application of new DDO's (however with some further refinement);
 - 2.9. Direction by the Panel to confirm the methodology to be followed by the Council to conduct an updated traffic and parking study for Barwon Heads.
3. Despite these positive aspects the Association is opposed to the aspects of the Amendment that facilitate a level of change that is incommensurate with the strategic and policy context of this small coastal town and will undermine valued aspects of local heritage and coastal character.
 4. The Amendment is the main tool that will shape the future of Barwon Heads. The Panel must get it right for current and future generations, as well as the environment.
 5. If the proposed Design and Development Overlays (DDO41 and DDO42) are intended to identify and preserve local identity they fall well short of the mark, as they seek generic built form outcomes that fail to establish a sense of place, or preserve the special qualities of this coastal location.

The Barwon Heads Association

6. The Association was registered in 1994 and has been an active community group ever since, with a regular membership base of up to 200 members, which are residents or ratepayers of Barwon Heads². The Association's objectives are:
 - 6.1. to advance the progress, welfare, and development of the community residing within Barwon Heads and District;
 - 6.2. to provide a forum for discussion of matters affecting the community;
 - 6.3. to represent the community in discussions with Federal, State and Municipal Governments relating to its progress, welfare and development.

² See: www.barwonheadsassociation.com

7. The Association communicates with its members via regular newsletters and with the Barwon Heads community with a full page in the monthly publication Talking Heads, which is distributed free to every household in Barwon Heads. It has monthly meetings and seeks input and support from its members on all matters.
8. The Association's goal is to ensure our members are informed and not caught by surprise. It invites guests to each meeting. Recent speakers were from Vic Roads, Barwon Water and Barwon Coast Committee of Management. Guests in August were from the Barwon Heads Scouts and the Barwon Heads Netball and Football Club; in September the CFA.
9. The Association has close relationships with other groups in Barwon Heads including the Friends of the Barwon Heads Library, the Barwon Heads Senior Citizens, the Barwon Heads Arts Council, and the Save Barwon Heads Alliance. Since the demise of the Barwon Heads Traders group, the Association has encouraged membership from traders and local businesses and our Parking and Traffic sub-committee reflects diverse representation.
10. The Association initiated the establishment of and are members of the Combined Bellarine Community Association, which comprises 9 groups from across the Bellarine Peninsula that work together to identify common issues and communicate together with elected representatives. Planning and traffic are key topics. The Association also regularly meets with our representatives on the Council and in State and Federal Parliament.
11. The Association has a history of active participation in planning and traffic matters and has been active in all phases of the evolution of the local planning policies and matters which impact on our coastal village. Examples of this participation and other community involvement include:
 - From 2001 active involvement in the development of the Barwon Heads Urban Design Framework 2003;
 - from 2003 to 2010 active interest and involvement in the Barwon Heads Structure Planning process 2010 (a process which resulted in adoption

by the City of Greater Geelong in 2007, and incorporation into the Greater Geelong Planning Scheme in 2010 (Amendment C159);

- from 2007 – 2009 active participation in efforts to review the decision to replace the heritage Barwon Heads Bridge with 2 new bridges; and subsequent member of steering group to liaise with community during construction;
- 2009 submission to Barwon Heads Traffic & Parking Study prepared by GTA and published in 2010;
- 2011 - 2012 membership of 13th beach road working group with CoGG and Barwon Coast;
- 2015 – on going, member of Bellarine Community Safety Group chaired by the Hon Lisa Neville;
- 2016 presentation to the Managing Residential Development Taskforce;
- 2016-2017 initiated the process which resulted in Amendment C354 which resulted in a permanent Heritage Overlay for the property and cypress tree at 9 Bridge Rd Barwon Heads;
- 2016 to 2018 actively participated in the process for the Barwon Heads Structure Plan 2017; including encouraging our members and the Barwon Heads community to participate in the work shops, drop in sessions and put in submissions. We put in two submissions to the Structure Plan; including a specific traffic and parking submission.
- 2017 established a Parking & Traffic Sub-Committee with CoGG, Barwon Coast, some traders and local business people, and community members. Vic Roads have recently been invited to join.
- 2017 - 2018 made submissions to the Social Infrastructure Plan, the Draft City of Greater Geelong Settlement Strategy, and various other matters.

- 2017-2018 active participation in the consultation process for the development of the Barwon Coast Committee of Management Coastal Management Plan.
12. The Association gives voice to the local community and has consulted with its members in relation to the Amendment.
 13. Given the far-reaching nature of the Amendment, which generated 940 submissions, this is an occasion which the Association has a critical role in voicing the views of the local community. We strongly seek the Panel to seriously consider the additional recommendations in this submission which further enhance the planning scheme controls to better manage change in Barwon Heads in the future.

Summary of the Association's position

14. The Association seeks modifications to the Amendment, including:
 - 14.1. A reduction in the maximum height in the Increased Housing Diversity Area ("the IHDA") from 11 to 9m outside of the commercial core by the application of the GRZ2 (not GRZ1);
 - 14.2. The inclusion of more specific requirements and decision guidelines in DDO41 and DDO42 to ensure the coastal character of Barwon Heads is identified and protected. (The Association has prepared modified draft proposed DDOs for discussion).
 - 14.3. The inclusion of the 'Barwon Heads Residential and Landscape Character Assessment' Hansen report dated 2017' as a Reference Document;
 - 14.4. The preparation of a traffic and parking study for Barwon Heads including a potential Parking Overlay, and other specific actions for the future management of parking and traffic in Barwon Heads;
15. In summary, the Association relies on the following principal contentions in support of its position:

- 15.1. The IHDA has been identified as an area with growth capacity - a degree of change is reasonably anticipated within the IHDA;
- 15.2. The *Housing Diversity Strategy*, 2007 (“**the HD Strategy**”) and related policy calls for more intensive housing densities on land in and around the commercial core;
- 15.3. There is no strategic or policy basis to apply built form controls that facilitate the same level of growth – development to three storeys – across the entire IHDA in a blanket manner;
- 15.4. The Amendment should ensure built form controls actually facilitate a distinction between housing density in and around the core on the one hand, and land within the IHDA but further afield of the commercial core, on the other;
- 15.5. There is a real question about whether the IHDA ought to have been applied to such a broad area on the basis of such a blunt planning tool as simply adopting a ‘400m walkable catchment’ from the commercial strip;
- 15.6. The blanket application of such a large growth area is contrary to the strategic and policy settings of Barwon Heads which support only modest growth in this location;
- 15.7. The vast expanse of land included in the IHDA is incommensurate with the retention of local character and a sense of identity. The character of Barwon Heads is defined by more than the built form elements contained in draft DDO42; applying a blanket 3 storey height limit to the whole IHDA will increase the overall scale of the village and fundamentally alter its coastal character;
- 15.8. Accepting that the boundary of the IHDA is settled, the Panel ought take a more nuanced approach to the application of built form controls within it, consistent with the intent of IHDA’s;
- 15.9. Adopting this approach will ensure that all land within the IHDA can accommodate medium density development but the order of scale is noticeably more intensive within and adjacent to the commercial area;

- 15.10. The DDOs as currently drafted are deficient and will not preserve and enhance local coastal character – they fail to identify what it is that makes Barwon Heads special, and do not go far enough in protecting that character;
- 15.11. The DDOs should contain more detailed built form outcomes that are sufficiently clear to enable developers, architects and Council planning officers to understand the character to be achieved in this coastal town – this will necessarily encompass greater guidance than the application generic ResCode type requirements;
- 15.12. State policy at clause 18.01 calls for integrated transport planning. This is an important approach for Barwon Heads as a coastal town with seasonal fluctuations in terms of car parking and traffic issues. The Council has committed to a parking and traffic study³ that addresses anticipated traffic volumes and parking demand, and will need to partner with VicRoads and the BCCM in order to achieve a satisfactory outcome..
- 15.13. This is important for Barwon Heads as a coastal village with increasing population growth, and with projected growth of 60,000 to the west in Armstrong Creek, 20,000 to the east in Ocean Grove and within an hours drive from the growth centres west of Melbourne.
16. The Association also seek the Panel to undertake a site inspection of a number of properties in Barwon Heads which will provide the Panel with an understanding of the context of the small coastal town and key built forms which talk to the proposed amendments. This includes: 4 Bridge Road; 14 Ewing Blythe Drive; 1, 3, 9, 13 and 23 Flinders Parade; 20 Ozone Road; 42 Reid Street; 18 Bridge Road and Challis Lane.

The issue of height

The strategic and policy considerations

17. The strategic and policy settings support only modest growth in Barwon Heads:

³ See the Council Minutes dated 28 June 2018.

- 17.1. Clause 11.01-1R supports growth in identified district towns but excludes Barwon Heads – the Geelong G21 Regional Growth Plan Map at clause 11.01 does not identify Barwon Heads for growth (it is identified only as an existing town);
- 17.2. Clause 11.03-4S supports a network of *diverse* coastal settlements that provide a range of housing types – not all coastal towns are expected to fulfil a similar function in terms of population growth;
- 17.3. Clause 16.01-2R seeks generally to facilitate infill development in Central Geelong and West Fyans and around activity centres within urban Geelong and district towns. Development of well designed medium density housing that respects neighbourhood character is encouraged;
- 17.4. Local policy in relation to settlement and housing (clause 21.06-2) directs the majority of new greenfield residential development to primary urban growth areas (of which Barwon Heads is not one), and provides for the consolidation of urban areas in a managed way, with an appropriate range of development densities;
- 17.5. Whilst medium and high density housing is to be accommodated in Key Development Areas, clause 21.06-3 provides that housing opportunities within IHDAs are to be realised by accommodating:
- *High density housing in the activity centres consistent with their primary commercial and retail role; and*
 - *Medium density housing in residential areas with more intensive development being located closest to the core of the activity centres.*
- 17.6. The City of Greater Geelong Retail Hierarchy at clause 21.07-8 identifies Barwon Heads as a Town Centre, the lowest designation of five retail centres (excluding *Homemaker Precincts* and *Potential Neighbourhood Centres*);
- 17.7. Neighbourhood character objectives seek to manage the impact of urban change on existing neighbourhoods and ensure new development responds to the existing neighbourhood character (clause 21.06-4). Strategies acknowledge that neighbourhood character in IHDAs will

adapt and evolve over time, particularly *within and on the edges of activity centres, where land use and development will intensify*;

17.8. Policy directed to the Bellarine Peninsula (clause 21.14) recognises that managing urban growth will be critical to retaining the Peninsula’s identity and attributes. Objectives seek to preserve the individual character, identity and role of each Bellarine township;

17.9. Strategies with respect to Barwon Heads seek to (amongst other matters):

- *Protect the unique character of Barwon Heads as a coastal village located with a sensitive environment and significant landscape setting; and*
- *Ensure new housing development complements the character of Barwon Heads and provides for a variety of housing sizes and types.*

18. The Council recognises that Barwon Heads is not a growth area but must nonetheless accommodate a level of growth. The Association does not take issue with this broad proposition. However, the strategic context of Barwon Heads and related growth policy clearly does not support a wholesale increase in scale across the IHDA, as contemplated by the Amendment.

19. The strategic role of Barwon Heads as suitable for modest growth is affirmed by the *G21 Regional Growth Plan* (“**the G21 Plan**”).

The G21 Regional Growth Plan

20. The G21 Plan provides direction for land use and development in the Bellarine Peninsula and does not identify Barwon Heads as a focus for growth – in fact the Plan expressly seeks to *limit growth* to the existing settlement boundary of the town⁴.

21. Barwon Heads is also not identified in Map 2 G21 Plan, which identifies the roles and functions of towns within the region,⁵ nor is it depicted in Map 7, which identifies the settlement and growth directions of towns in the municipality⁶.

⁴ Appendix B at page 50.

⁵ At page 9.

22. At Table 4.2 – *Settlement Growth Capacity* in the *G21 Regional Growth Plan Background Report*, 2012, Barwon Heads is identified as a town (rather than a district town) with a rating of 3 / 5 in terms of capacity for growth, although this ranking is qualified by an anticipated ‘low yield’⁷ (as is Point Lonsdale).⁸
23. The G21 Plan affirms the strategic designation of Barwon Heads for modest growth, consistent with its character as a small coastal town.

The need for variation within the IHDA

24. The introduction of the IHDA was supported by the HD Strategy, which sought to *increase housing density in the most strategically beneficial locations so, that more conventional housing types and densities in other areas can be preserved for longer.*⁹ The HD Strategy sought a balanced approach to growth by defining three different area types with reference to the general density and type of development which each area is expected to accommodate:

- ***Key Development Areas;** being large existing and future development areas that have the potential to accommodate significant amounts of new medium and higher housing, including mixed use development;*
- ***Increased Housing Diversity Areas;** being areas where a mix of high, medium and conventional density housing will be encouraged, with the density of development being highest within the commercial core of the area and lower at the edge of the area; and*
- ***Incremental Change Areas;** being residential areas where the majority of new development will be in keeping with Geelong’s traditional suburban character.*¹⁰

25. This approach provided for

⁶ At page 27.

⁷ At page 69.

⁸ Note that the G21 Regional Growth Plan identifies Barwon Heads as a **District Town** at Table 4.1, notwithstanding that it is not identified as such throughout the document, see page 68.

⁹ Page 25.

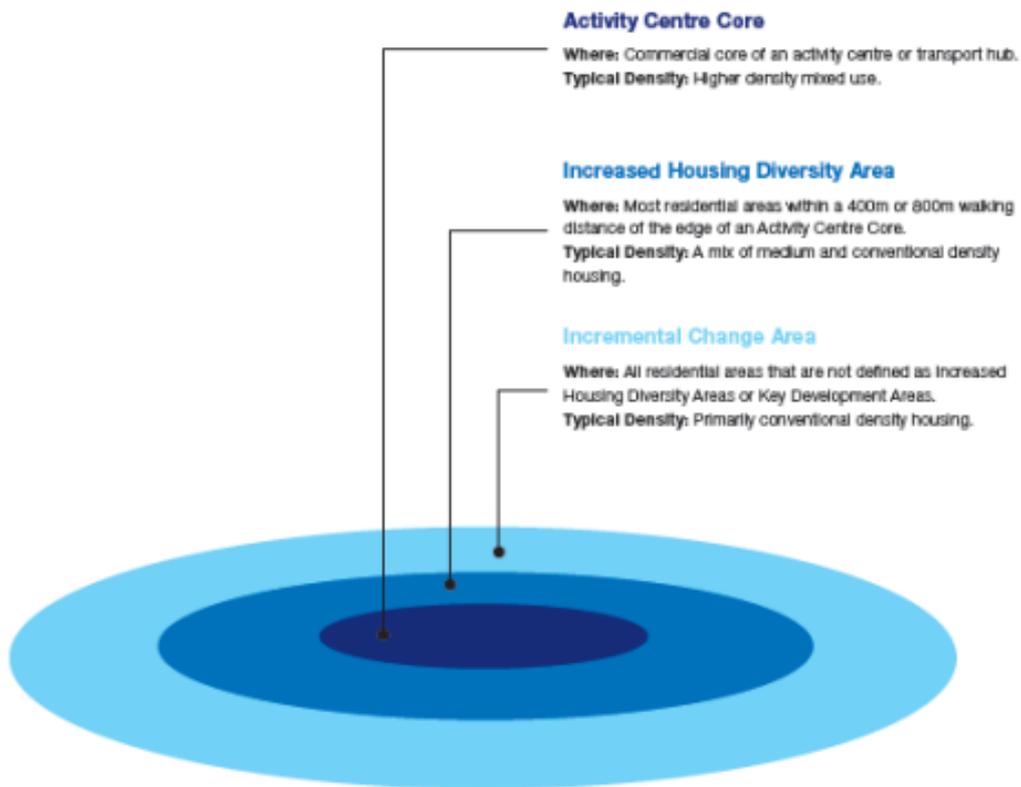
¹⁰ Page 25.

- *The most substantial increase in housing densities in key development areas across the city, such as Central Geelong and other large development sites;*
 - *A mix of high, medium and conventional housing densities within established urban areas, particularly areas that are within walking distance of activity centres and/or transport hubs; and*
 - *The maintenance of more conventional housing densities in other areas.¹¹*
26. The HD Strategy depicted at Figure 10 the IHDA concept, with housing densities focussed around activity centres. There is a clear distinction between the Activity Centre Core, Increased Housing Diversity Area and Incremental Change Area.¹²

¹¹ Page 25

¹² Page 34.

Figure 10
Housing Densities Around Activity Centres



Extract from HDS at page 34.

27. Table 5 indicates that in respect of all commercial centres / transport hubs a baseline walkable catchment of 400m was adopted, except for Corio Village Shopping Centre and Town and Country Shopping World, sub-regional centres which adopted a catchment of 800m.¹³

¹³ At page 36.

Table 5

Centre/ Transport Hub		Baseline Walkable Catchment Adopted
Sub-regional Centres		
No.		
1	Belmont – High Street	400 metres
2	Corio Village Shopping Centre	800 metres
3	Town and Country Shopping World	800 metres
Community Centres		
4	Geelong West – Pakington Street	400 metres
Neighbourhood Centres		
5	Bell Park – Separation Street	400 metres
6	Bell Post Shopping Centre	*
7	Bellarine Village Shopping Centre ⁷	*
8	Geelong East – Ormond Road	*
9	Highton Shopping Centre	*
10	Leopold	*
11	Newcomb Central ⁷	*
12	Ocean Grove Market Place	*
Town Centres		
13	Barwon Heads	*
14	Drysdale	*
15	Lara ⁸	*
16	Ocean Grove	*
17	Portarlington	*
18	St. Leonards	*
Railway Stations		
19	Geelong Station ⁶	*
20	Lara Station ⁸	*
21	Marshall Station	*
22	North Geelong Station	*
23	South Geelong Station	*

28. The Association identifies a departure from the 400m template for other townships and as such questions the methodology for Barwon Heads. The

topography and size of Barwon Heads is different to those listed above and therefore in our view warrants a different application.

29. Section 4.2.2 *Defining the Boundaries of Increased Housing Diversity Areas* states:

The base methodology for defining the boundary of each IHDA was to determine the walkable catchment of the activity centre or train station that forms the core of the respective area.

The extent of the walkable catchment for each centre (known as a 'ped-shed') is based on the premise that the majority of people will walk 400m (or 5 minutes) to a community level or lower order activity centre or train station, and 800m (10 minutes) to a sub-regional level activity centre.¹⁴

30. The boundaries of IHDA's were adjusted according to certain considerations.¹⁵

31. The HD Strategy states at 4.2.3 Increased Housing Diversity Area Development Guidelines that within all IHDA's Council will:

- *Encourage a mix of high, medium and conventional density housing;*
- *Direct high density development to sites immediately within and adjoining the commercial core of the area;*
- *Encourage the development of a mix of uses at the commercial core of the area, including residential accommodation above ground floor retailing and commercial uses;*
- *Ensure that development at the edges of Increased Housing Diversity Areas is sensitive to the neighbourhood character of any adjoining Incremental Change Areas;*
- *Acknowledge that the residential character of the area will adapt and evolve over time as housing needs and demands change; and*
- *Utilise the guidelines detailed in this strategy as a basis for decision making for new development, along with the objectives of ResCode and the Greater Geelong*

¹⁴ At Page 36.

¹⁵ At page 36 and see Appendix 7.

Neighbourhood Character Precinct Brochures – 2001, as well as the directions of any other relevant policy or planning provision which might apply to an area or individual site.¹⁶

32. A capacity analysis included in the HD Strategy concluded:

The capacity analysis clearly indicates that the capacity of the designated Increased Housing Diversity Areas and Key Development Areas significantly outstrips the expected long term demand for medium and high density housing in the City, without accounting for the capacity of Incremental Change Areas to absorb lower scale multi-unit development, the potential for development within the commercial core of established activity centres, or the potential for innovative approaches to increased housing diversity in heritage areas.¹⁷

33. A proper review of the HS Strategy reveals:

- 33.1. A range of housing densities were contemplated within the IHDA, with higher densities focussed in and around the commercial core;
- 33.2. Whilst the IHDA was sought to be applied to a 400m walkable catchment, it does not follow that the HS Strategy provides strategic support for the blanket application of the ‘highest density’ development across the entire IHDA;
- 33.3. The Amendment’s failure to distinguish between the high density areas within the IHDA (in the commercial core and immediate surrounds) and those areas in the IHDA intended to accommodate lower density is both contrary to the strategic intent of the IHDA and a serious deficiency of the Amendment;
- 33.4. There is no substantive basis to apply the maximum densities across the entire IHDA, given the HD Strategy makes it clear that there is no need for increased densities envisaged by the Amendment. Indeed, the approach adopted by the Council elevates the strategic designation of Barwon Heads to a higher order town in terms of housing density.

¹⁶ At Page 38.

¹⁷ At page 48.

- 33.5. The Colac Otway Shire have not applied an IHDA to any of its coastal townships including Apollo Bay. There is no confusion in their planning controls as to what the priorities in the planning scheme area as the DDO's set the scene alone for density and height controls in conjunction with Neighbourhood Character Overlay's used to modify Rescode and provide for clear neighbourhood character objectives and decision guidelines.
- 33.6. The Borough of Queenscliffe also do not impose an IHDA area in Queenscliffe and Point Lonsdale. Queenscliffe and Point Lonsdale are larger coastal township than Barwon Heads, which competes with similar tourist trade pressures and a growing population. They have however successfully used overlays over zoning provisions to provide clear planning controls to guide planning decisions.
- 33.7. The IHDA can often be at odds with other planning policies and the case should be better expressed in relation to the existing Heritage Overlays in Barwon Heads which are at odds with the IHDA provisions.
34. In effect, the Amendment treats the IHDA as a substantial change area by applying a 3 storey maximum height on a blanket basis. The guidance contained in the design objectives of the proposed clause 22.63 are insufficient to ensure the IHDA area is not treated by the development community as a substantial change area. The proposed clause 22.63 (which does not change the text of the clause in this respect) provides:

Design Objectives

...

Building Height

Encourage two and three storey development. Three storey development should be encouraged on larger sites abutting the activity centre or where the amenity of adjoining properties will not be unreasonably impacted

35. This does not preclude or discourage 3 storey development elsewhere within the IHDA. The Amendment represents a valuable opportunity to implement the

intent of the IHDA, which was clearly not to create a vast substantial change area.

36. This was affirmed in the panel report to Amendment C129, which introduced the IHDA. The Panel identified two different interpretations of the IHDA:

In the evidence and submissions we identify two possible approaches:

- *IHD areas are substantial change areas, with the expectation that all the land within them has been targeted for higher density development, or*
- *IHD areas are a looser concept in which some land, but not all, is suitable for higher density development.¹⁸*

37. The Panel acknowledged demand for medium density development

The Increased Housing Diversity areas present some of the more difficult considerations for us. A particular difficulty is that the approach taken by Geelong is fundamentally different to recent approaches announced in terms of new residential zones. Geelong's approach and the approach taken for the new zones are very easily confused, and we note this confusion in submissions from Geelong and in the evidence of Ms Glynn where the terms 'IHD area' and 'Substantial Change Area' were used to mean the same thing.

We are concerned that this confusion could lead to decision making (by Council or VCAT) that is at odds with the approach intended in the HDS.

In submissions, Council used the term IHD and substantial change areas to refer to the same areas, but ultimately it will be for later decision makers to decide, unless the scheme is very clear on these issues. Comparing the 'definition' of the two areas shows a difference in respect of built form outcomes.

<i>Housing Diversity Strategy</i>	<i>DPCD advice on new residential zones</i>
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¹⁸ Page 54.

<p><i>Increased Housing Diversity Areas</i></p> <p><i>Areas where a mix of high, medium and conventional density housing will be encouraged, with the density of development being highest within the commercial core of the area and lower at the edge of the area.</i></p>	<p><i>Substantial change areas</i></p> <p><i>Areas where there will be a significant increase in the number of dwellings and creation of a new built form character.</i></p>
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The HDS clearly states that a variety of housing types will be created within the IHD areas. The diagram on page 34 of the HDS indicates that within IHD areas there will be a mix of medium and conventional density housing. It would seem that not all the area identified for ‘diversity’ has been identified for ‘development’.

Alternatively, the ‘substantial change area’ implies that the whole area will be subject to substantial change.¹⁹

38. The concerns expressed by the Panel have in fact been realised. The Tribunal in *Barwon Heads Pty Ltd v Greater Geelong CC* [2018] VCAT 1180 (30 July 2018) granted a permit for a three storey apartment building in Flinders Parade and observed at [3]:

It would have been relatively straight-forward for the Greater Geelong Planning Scheme to encourage little to no change in this part of Barwon Heads. If that were the case then developments such as this would likely not even be contemplated, and almost certainly easily defeated. But the Greater Geelong Planning Scheme takes a vastly different approach, applying a residential zone that encourages change, using the schedule to the zone to relax certain design standards, and applying a policy framework that seeks new development that will result in an evolution in character. Further, while changes to the planning controls in Barwon Heads are currently being pursued through a planning scheme amendment, the revised controls and policy framework for this part of Barwon Heads will still support and indeed encourage a development of the scale and type proposed for the review site.

¹⁹ Page 57.



Extract from Ascui & Co. architects plans for 1 Flinders Parade VCAT – Site location



SOUTH ELEVATION

Extract from Ascui & Co. architect plans for 1 Flinders Parade VCAT – Site location

39. Of course, there may be legitimate debate about the merits of any individual development proposal, however it is clear that the Scheme needs to provide guidance about the scale that is anticipated within the IHDA.
40. In another case of interest which expressly noted by VCAT that neighbourhood character guidelines/policy was absent from the planning scheme was in the case of *McCarthy v Greater Geelong CC* [2016] VCAT 265 (24 February 2016)²⁰ whereby Member Harty refused an application for the construction of two (2) side by side dwellings due to matters relating to neighbourhood character. The pertinent point in this case relates to the discussion at [11]:

Another GRZ purpose relates to implementing neighbourhood character policy and adapted guidelines. Mr Munn advised that Council's 2001 Residential Character Guidelines, which were a reference document in the planning scheme, have been removed. He submitted Council does not have local guidelines to guide a 'preferred character'. Therefore, proposals must respond to existing neighbourhood character based on a review of the current conditions of the site and surrounds. I agree, and this becomes the foundation for the failure of the proposal. Without the benefit of guidelines that describe the elements of a 'preferred neighbourhood character' that a proposed design could respond to in order to promote an incremental change to the character of an area, any design will need to respond to the established character of this part of Tait's Road.

41. The point in this case is where the planning scheme fails to provide clear neighbourhood controls, there is no indication on what ought to be responded to aside from the established character. The danger in relying on the established character is that a response is often subjective whereas guidelines and policy are objective.
42. Thus is it critical the DDO's over the zoning provisions include specific design response detail as provided in this submission.
43. Additionally, it is suggested the 2017 Residential Landscape and Character Assessment prepared by Hansen is a listed reference document to better understand the context of character attributes for Barwon Heads.

²⁰Appendix X

Amendment C300

44. Amendment C300 implemented the new residential zones, updated local policy by (amongst other matters) introducing a new clause 22.63 Increased Housing Diversity Areas, and included an incorporated document titled *Key Development Area and Increased Housing Development Areas* (July 2009, Updated September 2013) into the schedule at clause 81.01.²¹
45. The Panel found that the Amendment was broadly consistent with the strategic planning context, including the existing Planning Scheme and the *Housing Diversity Strategy* that was implemented through Amendment C129, and the application of the new residential zones is a reasonable response to Practice Note 78 (Applying the Residential Zones) and Advisory Note 50 (Reformed residential zones).²²
46. The Council relied on the evidence of Mr Stuart McGurn, then of ERM, who stated at [59] of his expert report:

... I would anticipate more growth to be experienced in the vicinity of the activity centres rather than the hinterland areas. To this end, I note that both the Housing Diversity Strategy and Clause 21.06 recognise that the density of development within Increased Housing Diversity Areas will be the 'highest within the commercial core of the area and lower at the edge of the area'. Furthermore, the relevant development guidelines require that 'development at the edges of Increased Housing Diversity Areas is sensitive to the neighbourhood character of any adjoining Incremental Change Areas.'

47. Ultimately, the Panel made the following recommendation:

Adopt Council's revised Clause 22.63 (Increased Housing Diversity Areas) (Document 54) subject to replacing the first and second 'general' Design Objectives under 'built form' with:

- *Encourage three storey development and fourth storey elements on larger sites zoned Residential Growth Zone that abut the activity centre or where the amenity of adjoining residential properties will not be unreasonably impacted.*

²¹ See the Explanatory Report.

²² Page 1.

- *Encourage recessed third storey (and above) elements to reduce the dominance of the building from adjoining properties and the street.²³*

48. The Scheme at clause 22.63 states:

- *Encourage two and three storey development. Three storey development should be encouraged on larger sites abutting the activity centre or where the amenity of adjoining properties will not be unreasonably impacted.*

...

- *Ensure that the height and bulk of the new development on interface properties, between an IHDA and other residential areas, is responsive to the adjoining character and provides a transition in the built form between areas.*

49. The Association submits that this single policy provision is insufficient to guide development within the IHDA in a meaningful way. The planning history set out above indicates that the highest densities were clearly envisaged close to the commercial core. It is both necessary and consistent with the intent of the IHDA to implement built form controls that achieve this outcome. The Structure Plan and proposed built form controls do not go far enough, and indeed fail to address in any meaningful way the need to vary height within the IHDA.

50. The Barwon Heads Residential and Landscape Character Assessment at page 43 endorses the position of the Association; that building heights within the IHDA should set a 9m height limit. At the very least, height limits can be effectively introduced into the DDO's as has been done by other Municipalities such as Borough of Queenscliffe and others.

²³ Page 44.

building height

traditional residential areas

Building heights are proposed at 2 storeys.

increased housing diversity area

In the IHDA, a 9m height limit should be introduced to allow for some additional flexibility to accommodate the desired diversity. Heights in this area should be specified in meters, rather than storeys

Under the new zone changes any building height must also be introduced through an adjustment to a zone schedule as well as through the proposed DDO.

Extract from Hansen Partnership report at page 43.

Character considerations and the drafting of the DDOs

51. The Association acknowledges the difficulty in identifying exactly what it is that makes a place special. It is at times easier to define what makes a place special by recognising what it is *not*. The Association submits that the Amendment will facilitate a higher order of scale across the entire and substantial IHDA. This will result in Barwon Heads becoming precisely the type of town that people are seeking to escape when they visit or relocate to Barwon Heads.
52. The local character of Barwon Heads is defined not only by built form elements and the relationship between buildings and the streetscape, but also by the overall scale of the commercial village and surrounds – allowing an overall scale increase across the entire IHDA area is an unacceptable proposition – it will bring about a level of change that will fundamentally alter the character of Barwon Heads. The anticipated ‘evolution’ of character does not encompass a wholesale increase in scale across the IHDA area.
53. The Association submits that DDO41 and DDO42 both fail to capture the elements of Barwon Heads that make it an attractive coastal town. The proposed built form controls need to be stronger in order to adequately preserve the identity of Barwon Heads. The Association has prepared modified DDOs for discussion.

Third party notice

54. The Association strongly opposes the Amendment insofar as it minimises the potential for third party participation in planning decisions. Third party rights are an important part of the Victorian planning regime. The removal of third party rights in this instance is likely to generate negative planning outcomes, as the DDOs as currently drafted are not sufficiently clear and do not provide adequate guidance with respect to character.
55. As a default, we would ask that if the Panel were of the view to support a 11m height limit in the DDO42 (which we strongly contest), then the DDO42 would provide for advertising/notification requirements for any design response over 9m in height as a starting point.

Environmental Issues

56. The Barwon Heads township is located in a fragile and vulnerable coastal environment. It is low lying, surrounded by water to the north, east and south and the wetlands to the east. As such it subject to poor surface drainage, groundwater levels near the surface and the risk of flooding exacerbated by climate change risks.
57. State policy at clause 12 Environmental and Landscape Values; clause 21.01 Biodiversity; clause 12.02 Coastal Areas; Clause 12.05 Significant Environments and Landscapes; clause 13 Environmental Risk and Amenity; clause 13.01 Climate Change Impacts, are all considered within the context of setting the scene on environmental and coastal considerations.
58. Barwon Heads is surrounded, in part, by crown land governed under the *Crown Land (Reserves) Act 1978*. The relevant land managers in relation to Barwon Heads include the Barwon Coast Committee of Management (BCCM) and DELWP. The BCCM is responsible for managing 13km of coastal reserve which includes significant public open space, foreshore, car parks, caravan parks and public infrastructure. These areas invoke significant tourism and community usage and is proposed to be used more intensively into the future.

59. The management of this land is governed by the new *Marine and Coastal Act 2017* (MaCA) which has now superseded the *Coastal Management Act 1995*. The MaCA places an emphasis towards a collaborative approach between the public and private land use. There is an opportunity in the structure plan to reflect this linkage and a collaborative approach to be open to potential opportunities in the future for collaborate land use opportunities.
60. In addition, the Victorian Coastal Strategy 2014 is the key strategy governing the management of the Victorian coast line and provides a long-term vision for the planning, management and sustainable use of our coast. The strategy was established under the *Coastal Management Act 1995* (now MaCA) and provides the policies and actions that are required to be implemented over five (5) years to help achieve that vision.
61. All planning and land use decisions under this *Planning and Environment Act 1987* must consider the *Victorian Coastal Strategy 2014*. For instance, decisions must take into account a projected sea level rise of 0.2 metres by 2040 in established areas and 0.8 metres by 2100 in undeveloped coastal areas.
62. The *Victorian Coastal Strategy 2014* has five key issues include: Managing population growth; Adapting to a changing climate; Managing coastal land and infrastructure; Valuing the natural environment; Integrating marine planning.
63. The Amendment whilst providing strategy for managing population growth by usage of new zones and overlays, in our view lacks sufficient opportunities to collaborate with land managers to collaboratively work towards climate change adaptation and valuing the natural environment.
64. The VAGO report (Protecting Victoria's Coastal Assets March 2018) noted land managers have not used land use planning controls or planning scheme overlays consistently or to their full potential, to protect coastal assets from current hazards and the predicted impact of rising sea levels because of climate change in priority areas that limit land use and development options away from hazardous zones.

65. The G21 Geelong Region Plan is a strategic planning framework prepared to govern. Policy 1.3 to maintain and restore our natural assets, identifies the Coast as the focus of development pressures and tourism uses and is included the most fragile and vulnerable ecosystem in the G21 Region. This is driven to predominately future impacts from climate change, increase in traffic and general increase associated with growing residential numbers and tourism pressures.
66. This plan has identified the need to establish regional policies for unifying management approaches, protect coastal values, preserve land in private ownership and desire for contiguous public access along the coast. The key policy response includes an emphasis for renewable energy, minimise waste and to demonstrate environmental leadership.
67. The Amendment ought to place strong emphasis on the key environment issues including adaption and climate change, Barwon River environs, World Heritage areas of Lake Connewarre and significant coastal landscapes, wetlands and riparian zone that are unique to Barwon Heads.

Drainage and Sewerage

68. More intensive development will increase pressure on stormwater and sewerage assets servicing the township. Such development is likely to increase the stormwater volumes and contaminant loads in high rainfall events and with a reduction in permeable areas will result in increased risks to the Barwon Rover estuary which increases the public health risk particularly during summer period. Due to the low-lying nature of the land Council's has advised that it is not possible to install litter traps and detention basins.
69. The impact of increased development, with increased sewerage generation, coupled with the low-lying land and high groundwater levels increase the public health risks associated with pump station failures and pipeline blockages and groundwater intrusion into our sewers.
70. More intensive development will increase pressure on stormwater and sewerage assets servicing the township. Such development is likely to increase the stormwater volumes and contaminant loads in high rainfall events and with a reduction in permeable areas will result in increased risks to the Barwon Rover estuary which increases the public health risk particularly during summer

period. Due to the low-lying nature of the land Council's has advised that it is not possible to install litter traps and detention basins.

71. The impact of increased development, with increased sewerage generation, coupled with the low-lying land and high groundwater levels increase the public health risks associated with pump station failures and pipeline blockages and groundwater intrusion into our sewers.
72. The Barwon Heads community need a planning scheme that clearly identifies on the township character, that is clear on the preferred design response as it relates to reformed zones and overlays and a clear cap on height controls that will secure the low scale village ambience of this coastal hamlet.

Parking and Traffic

73. State policy at clause 18.01 seeks to create a safe and sustainable transport system by integrating land use and transport. Improvements to public transport should be coordinated with the ongoing development and redevelopment of urban areas.
74. Clause 18.01-2R addresses the Geelong G21 transport system and supports improved transit and access within Geelong and the wider region. With improved access comes increased congestion, particularly during the summer months.
75. The time to plan for increased traffic volumes is now. The Council should be required to set out to the Panel proposed actions to manage traffic and parking within Barwon Heads. There are traffic management mechanisms available to the Council to manage traffic. However, parking considerations are more difficult, given the lack of public transport and significant commuter population in the area.
76. The Association is keen to ensure that parking dispensations are not afforded to developers in Barwon Heads in the same way that they are in inner urban Melbourne. The waiver of car parking needs to address local characteristics. It might be said that the Scheme already requires consideration of local context in terms of access to public transport and similar, when considering a waiver in a given permit application. The Association would like to see more holistic long

term planning for parking in Barwon Heads. This planning should be incorporated into the Scheme.

77. The Association continues to rely on its submission addressing parking and traffic issues.
78. Parking, traffic and associated issues such as pedestrian amenity cause considerable friction in Barwon Heads. The conflict between meeting an insatiable car parking demand needs to be balanced with maintaining the coastal village character and the informality of our local streets. The parking demand is constant and is not confined to peak holiday times.
79. There is an expectation that there will be a major increase in population and visitors throughout the year. There is very little signage to direct drivers to parking, and very little parking is limited by maximum time requirements. The Association is concerned that over time, the Council's waiver of statutory car parking requirements, coupled with significant growth has resulted in a parking supply problem. No major traffic and parking improvements are recommended in the Structure Plan. The Association's submission #13 identifies specific transport and parking actions that should be included in the Structure Plan.
80. The Association supports Council's commitment to undertake a Barwon Heads Traffic and Parking Study. This should be undertaken as a matter of urgency and should include options identification, consultation and an implementation program for agreed actions. The Association does not agree that the problems are limited to a two-month holiday season peak and the BHSP17 position that:

*'outside of these peak times volumes on the arterial and collector roads are generally within the capacity of these roads and consistent with their function under the road system. Likewise, for parking outside of the key peak periods there is generally sufficient capacity within the commercial areas to cater for parking demands.'*²⁴

81. These problems extend well beyond a two-month peak period. We strongly believe that traffic and parking problems are serious issues throughout the year,

²⁴ Page 15 of BHSP17

are less seasonal now than five years ago, are worsening as the encroaching growth areas populate and visitor numbers grow.

82. The actions identified by the Association in its submission should be considered. The Association's Traffic and Parking subcommittee is committed to supporting Council in undertaking this study, which should also include input from VicRoads and Barwon Coastal Committee of Management (BCCM).
83. In the Planning Panels Victoria letter dated 26 July 2018, Panel Directions (Council Part B Submission) 11e: *That Officers commit to and support at the Panel an updated traffic and parking study being undertaken that includes measurements conducted during both peak summer season and that non-winter period. Such study should be conducted to reflect the changing traffic conditions in Barwon Heads as a result of regional growth in surrounding areas, as well as the car dependency of residents and visitors through limited alternative transport options its final position on the Amendment.*
84. The Association believes:
 - 84.1. The 2010 GTA report is no longer relevant to the current traffic and parking issues facing Barwon Heads;
 - 84.2. Comprehensive traffic counts and parking surveys have not been undertaken over the last decade and to our knowledge there are no reliable forward projections;
 - 84.3. Significant growth in traffic volumes and parking pressures has occurred over the past decade and will continue unabated under the BHSP2017.
 - 84.4. The increasing stress on parking provisions is in part due to an increase in visitors and "locals" from the new growth zones who have adopting Barwon Heads for facilities and coastal recreation.
 - 84.5. The problems are considered to extend over significant periods of the year such that arterial (VicRoads) and collector (CoGG) roads are beyond the capacity and inconsistent with function and the parking capacity, as currently supplied and regulated, is generally insufficient within the commercial areas to cater for parking demands.

- 84.6. These problems will be exacerbated over the next decade unless urgently addressed.

Conclusion

85. Currently the City of Greater Geelong Planning Scheme as it relates to Barwon Heads is very loose and is a toothless tiger in terms of proper planning controls to secure the longevity of this unique coastal village. The township resonates significant heritage fabric and a diverse arrange of coastal themed residences of various styles nestled into the coastal vegetation and coastal landscape.
86. The current planning scheme post the State Residential zone reforms VC110, has failed to secure what is important to Barwon Heads and a number of overbearing design responses have emerged.
87. The Association respectfully requests the Panel to make the modifications to the Amendment sought by it. The approach endorsed by the Association is consistent with the strategic and policy settings of Barwon Heads, which effectively designate the township as a limited or modest growth area, and the strong policy imperative to preserve the local coastal character of the area – this is not just important to the local community for amenity reasons, but will ensure that the area continues to remain attractive to tourists and other visitors into the future.

The Barwon Heads Association

23 August 2018

SCHEDULE 41 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO41**.

BARWON HEADS INCREMENTAL CHANGE AREA

1.0 Design objectives

DD/MM/YYYY
Proposed C375

To protect the unique low scale coastal design character of Barwon Heads.

2.0 Buildings and works

DD/MM/YYYY
Proposed C375

A permit is not required to construct or extent one dwelling on a lot or construct a fence that meets design requirements in Table 1.

A permit is required to construct more than one dwelling on a lot and/or an underground car park.

The following buildings and works requirements apply to an application to construct a building or construct or carry out works:

- A landscaping plan must be prepared for the site by a qualified landscape architect that shows:
 - Retention of existing trees within the front setback.
 - If there are no existing trees, the planting of at least one new tree.
 - The planting of additional vegetation, including a minimum of two local indigenous species.
- Buildings are located within a spacious and vegetated garden setting that integrates with the vegetation of the public realm.
- Buildings and driveways are designed and sited to avoid being visually obtrusive to the streetscape.
- Garages are designed or integrated into buildings to form a visually unobtrusive part of the building.
- Building setbacks are designed to ensure that adequate land is available for the retention and establishment of indigenous vegetation.
- Space between buildings is provided to avoid boundary to boundary development. Buildings are designed with lightweight, natural and timber materials and unobtrusive building colours
- The openness of the streetscape is retained by avoiding the use of front fences or by providing low permeable front fences.
- The requirements set out in Table 1.

An application for a single dwelling or buildings and works associated with a single dwelling is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

Table 1. Barwon Heads Incremental Change Residential Area Design Requirements

Design Requirement	Design Response
Site coverage	Up to and including a site coverage of 40%.

Building siting and setbacks	Front setbacks	A front setback of 6m. Or 4m if located on an identified road as a Road Zone (RDZ1)
	Side setbacks	A 2m side setback on at least one side boundary.
Canopy tree	At least two existing and/or new canopy trees to be provided per site (parent lot), with at least one canopy tree provided in the front yard and the use of local indigenous species.	
Soft landscaping	At least 30% of the site is available (free from hard surfaces) for soft landscaping (. i.e. areas of natural ground surface set aside for vegetation).	
	Informal landscaping reflecting the surrounding environment It should include vegetation planting and boundary treatments creating a strong integration between the public and private realms and soften the appearance of the building.	
Garages and access	The width of a garage door(s) no more than 5.6m or more than 35% of the lot frontage if the lot is greater than 16m.	
	A garage is set at least 1m behind the main building line.	
Fencing	For properties fronting a main road included in the Road Zone (RDZ1) a fence forward of the front wall of a dwelling must be less than 1.5m in height and be more than 50% permeable.	
	For any other property a fence forward of the front wall of a dwelling must be less than 1m in height and more than 50% permeable.	
Lot size	Minimum of 400 m ² .	
Coastal characteristics	<p>Must</p> <ul style="list-style-type: none"> ▪ Incorporate timber or natural materials (such as weatherboard) and a simple palette are used as the dominant material of the façade of the building ▪ Limit use of brickwork and where used is for a unique design that does not have a dominance of face brickwork ▪ Recess upper level of building which is articulated to reduce its dominant scale and bulkiness ▪ Incorporate unsealed accessways to remain ▪ Plant coastal species to enhance new developments. ▪ Ensures that development in or adjacent to heritage places is sympathetic and respects the significance of the place 	

3.0
DD/MM/YYYY
Proposed C375

Subdivision

None specified

4.0
DD/MM/YYYY
Proposed

Advertising Signs

None specified

5.0
DD/MM/YYYY
Proposed C375

In considering an application for a permit under this clause, the responsible authority must consider, as appropriate, whether:

- . The design and siting of the buildings achieves the preferred characteristics set out in this Schedule.

- Adequate space is available between buildings to avoid boundary to boundary development and allow the retention and planting of indigenous vegetation and landscaping.
- Indigenous vegetation plantings reflect existing species in the surrounding area.
- New buildings recognise the scale and form of surrounding properties.
- Driveways, garages or parking areas are designed to be visually unobtrusive by achieving the following:
 - Garages are set behind the main building.
 - Garages are inconspicuous and integrated into the dwelling design.
 - Shared driveways are encouraged.
 - Vegetation and landscaping is used to soften driveways and parking areas.
 - Vehicle crossovers are limited.

6.0

DD/MM/YYYY
Proposed C375

Reference Documents

Barwon Heads Residential & Landscape Character Assessment Report, Hansen partnership, March 2017

SCHEDULE 42 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO42**.

BARWON HEADS INCREASED HOUSING DIVERSITY AREA

1.0 Design objectives

DD/MM/YYYY
Proposed C375

To emphasise the importance of building siting and design within the Barwon Heads Increased Housing Diversity Area (see Reference Documents)

To support a variety of housing types with a preference for smaller 1 and 2 bedroom housing types

2.0 Buildings and works

DD/MM/YYYY
Proposed C375

A permit is not required to construct or extent one dwelling on a lot or construct a fence that meets design requirements in Table 1.

A permit is required to construct more than one dwelling on a lot and/or an underground car park

The following buildings and works requirements apply to an application to construct a building or construct or carry out works:

- A landscape plan must be prepared for the site that shows:
 - Retention of existing trees within the front setback
 - If there are no existing trees, the planting of at least one new tree
 - The planting of additional vegetation including a minimum of two local indigeneous species
- Buildings are located within a vegetated garden setting that integrates with the vegetation of the public realm.
- Buildings and driveways are designed and sited to avoid being visually obtrusive to the streetscape.
- Garages are designed or integrated into buildings to form a visually unobtrusive part of the building.
- Front building setbacks are designed to ensure that adequate land is available for the retention and establishment of indigenous vegetation.
- Space between buildings is provided to avoid boundary to boundary development. Buildings are designed with lightweight, natural and timber materials and unobtrusive building colours
- The openness of the streetscape is retained by avoiding the use of front fences or by providing low permeable front fences.
- The requirements set out in Table 1.

An application for a single dwelling or buildings and works associated with a single dwelling is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

Table 1. Barwon Heads Increased Housing Diveristy Area Design Requirements

Design Requirement	Design Response	
Building siting and setbacks	Front setbacks	A front setback of 6m. Or 4m if located on an identified road as a Road Zone (RDZ1)
	Side setbacks	A 2m side setback on at least one side boundary.
Canopy tree	Retention of at least one existing (where present) and/or new canopy trees to be provided per site, with at least one canopy tree provided in the front yard and the use of local indigenous species.	
Landscaping	At least 20% of the site (free from hard surfaces) for soft landscaping (i.e. areas of natural permeable ground surface set aside for vegetation)	
	Informal landscaping reflecting the surrounding environment It should include vegetation planting and boundary treatments creating a strong integration between the public and private realms and soften the appearance of the building.	
Garages and access	The width of a garage door(s) is no more than 5.6m or more than 35% of the lot frontage if the lot is greater than 16m.	
Fencing	For properties fronting a main road included in the Road Zone (RDZ1) a fence forward of the front wall of a dwelling must be less than 1.5m in height and be more than 50% permeable.	
	For any other property a fence forward of the front wall of a dwelling must be less than one metre in height and more than 50% permeable.	
Lot size	Minimum of 400 m ² .	
Height	A building used for all uses listed in Section 1 and Section 2 of General Use Zone (GRZ) must not exceed a height of 9 meters	
Coastal characteristics	<p>Must</p> <ul style="list-style-type: none"> ▪ Incorporate timber or natural materials (such as weatherboard) and a simple palette are used as the dominant material of the façade of the building ▪ Limit use of brickwork and where used is for a unique design that does not have a dominance of face brickwork ▪ Recess upper level of building which is articulated to reduce its dominant scale and bulkiness ▪ Incorporate unsealed accessways to remain ▪ Plant coastal species to enhance new developments. ▪ Ensures that development in or adjacent to heritage places is sympathetic and respects the significance of the place 	

3.0

DD/MM/YYYY
Proposed C375

Subdivision

None specified

4.0

DD/MM/YYYY
Proposed C375

Advertising Signs

None specified

5.0

DD/MM/YYYY
Proposed C375

Decision Guidelines

In considering an application for a permit under this clause, the responsible authority must consider, as appropriate, whether:

- The design and siting of the buildings achieves the preferred character set out in this Schedule.
- The development will deliver genuine housing diversity (i.e. a variety of housing types).
- Adequate space is available between buildings to avoid boundary to boundary development and allow the retention and planting of indigenous vegetation and landscaping.
- Indigenous vegetation plantings reflect existing species in the surrounding area.
- New buildings and garages do not dominate the streetscape.
- Driveways, garages or parking areas are designed to be visually unobtrusive by achieving the following:
 - Garages are set behind the main building.
 - Garages are inconspicuous and integrated into the dwelling design.
 - Shared driveways are encouraged.
 - Vegetation and landscaping is used to soften driveways and parking areas.
 - Vehicle crossovers are limited.
-

6.0

DD/MM/YYYY
Proposed C375

Reference Documents

Barwon Heads Residential & Landscape Character Assessment Report, Hansen partnership, March 2017

Greater Geelong Planning Scheme Amendment C375

List of a few neighbourhoods and properties in Barwon Heads, which we suggest the Panel to view. Enjoy walking around Barwon Heads; we hope the sun is shining.

Ewing Blythe Drive Area 5 Consistent with coastal characteristics	<p>Ewing Blythe Drive A part of the Flinders Heritage area. There is a mix of heritage and new houses.</p> <p>Current development at 14 Ewing Blythe Drive includes the renovation of 2 of the original boat houses.</p> <p>Combination of heritage, new and traditional along this strip. Well balanced with vegetation.</p>
Bridge Rd Area 4 Inconsistent with coastal characteristics, and as of right	<p>4 Bridge Road – northwest side on Grandview Parade corner. A 3 story building, which stands out in the street, and overshadows the neighbouring properties and the street. According to CoGG this property did not require a planning permit and was therefore not advertised.</p>
Flinders Pde Area 4 Consistent with coastal characteristics	<p>Flinders Parade This is the entrance and the focal point of Barwon Heads.</p> <ul style="list-style-type: none"> • 3 Flinders Pde – old house built in 1913, lovingly restored. • 9 Flinders Pde - original beach house • 13 Flinders Pde - 4 house sub-division • 23 Flinders Pde - new house <p>The Flinders Heritage overlay has failed to protect it.</p> <p>The recent VCAT decision on 1 Flinders Pde has highlighted the weakness of the overlay, and CoGG systems.</p>
Challis Lane Area 4 Consistent with coastal characteristics	<p>Flinders Pde and Challis Lane New build, down the lane. Doesn't impact on the streetscape Some of the on site trees have been protected 3 story, would be better if lower but tolerable due to vegetation, and coastal design.</p>
Ozone Rd Area 4 Consistent with coastal characteristics	<p>Ozone Road</p> <ul style="list-style-type: none"> – South side river end has examples of new and old, double story and single houses, maintain coastal character. New builds – North side between Jasper Avenue & Hitchcock Avenue. Has a range of new and renovated houses. <p>20 Ozone St - includes an original beach house, which has been restored and included in the recent renovation. Other houses complement each other and the street.</p>
42 Reid Street	<p>42 Reid Street - south west corner of Ozone Road & Reid Street.</p>

<p>Area 4 Inconsistent with coastal characteristics</p>	<p>Aa new build which did not require advertising or a planning permit. Quite confronting and difficult to explain.</p>
<p>18 Bridge Rd –Area 4 Inconsistent with coastal characteristics</p>	<p>18 Bridge Rd – western end (north side). Has had a negative impact on neighbouring properties at 20 & 16 Bridge Rd.</p>
<p>Area north of Ozone Rd has few examples worthy of viewing, but whole IHDA area very vulnerable to 3 story development</p>	<p>Multi unit development on the northeast corner of Punt Rd and Jasper is example of what can be achieved within a 2-story envelope. This development comprises 6 units. 24 Punt Rd is vulnerable to the development on 3 neighbouring properties.</p>
<p>Seaview Avenue</p>	<p>This is a mix of new and heritage and traditional beach houses</p> <p>The black structure that is currently being built on the southeast corner of Seaview and Riverside Terrace is a confronting, hard edge structure which has little relationship with its coastal setting. Reliance on existing vegetation very important here.</p>