

# COMBINED PLANNING SCHEME AMENDMENT AND PERMIT APPLICATION AT 25 CRESSY ROAD WINCHELSEA

Town planning report prepared by Spectrum Planning Solutions

April 2022

This report has been prepared on behalf of JR and KA Developments Pty Ltd.

It has been prepared by:



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#### Version Control

Version	Date	Comments	Distribution
1	26 May 2021	Final report	Client (JR and KA Developments Pty Ltd) and Surf Coast Shire Council
2	February 2022	Refer to amended plan of subdivision, new MPS/PPF and new supporting documents	Client (JR and KA Developments Pty Ltd) and Surf Coast Shire Council
3	April 2022	Full amendment package and supporting reports	Client (JR and KA Developments Pty Ltd) and Surf Coast Shire Council
4	23 November 2023	Amend report to address amended plan of subdivision Version J	Client (JR and KA Developments Pty Ltd) and Surf Coast Shire Council

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- C Traffic Impact Assessment Report, Traffix Group (amended)
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- F Bushfire Assessment, South Coast Bushfire Consultants (amended)
- G Industrial land supply assessment
- H Draft planning permit (amended)

## 1. Introduction

Spectrum Planning Solutions has been engaged by JR and KA Developments Pty Ltd to prepare and lodge a combined planning scheme amendment and planning permit to rezone and develop land at 25 Cressy Road, Winchelsea for an industrial estate. After a long search for industrial land to develop my client has purchased the land from the previous owner (Robert Earl) who retains ownership of land further west. My client initially had entered into an agreement to purchase a large site in the industrial estate to subdivide and develop however this purchase fell through after the price increased dramatically. My client has also recently purchased one of the residential dwellings in the industrial estate fronting Gosney Street. He is committed to the potential of Winchelsea and its growth for the future.

This report provides an outline of existing conditions and use of the land, followed by an assessment of the proposal against the provisions of the Surf Coast Planning Scheme, with specific reference to the Growing Winchelsea Shaping Future Growth 2015 (the structure plan).

The structure plan identifies this land as a *“possible employment precinct”*.

Technical assessments have been completed for infrastructure availability and connection, traffic and a land fill gas risk assessment related to the former municipal landfill to the west of the land.

As the land is currently in the Farming Zone a rezoning is required to the Industrial 1 Zone to allow for industrial use and development.

The planning permit is now supported by an amended subdivision plan that indicates the land can be developed for 24 industrial lots with an average lot size of 1,430sqm.

The amended plan addresses concerns raised by the CFA and DEECA as a result of the exhibition of the Amendment.

As detailed in this report the land forms a logical extension of the current industrial estate south of the railway line, in a location where demand currently exists, Council policy is for growth where the land is highlighted for employment growth.

## 2. Site and context description

The land is an unusual triangular configuration that is bound by unmade road reserves which, it is believed, were created at the time the title was created to provide access to the 9 Crown Allotments (No. 1-9 Figure 1) contained on the title (Loy 1 TP 407625). The title indicates the title and Crown Allotments 1-9 were created in 1939. The western and southern road reserves are 20 metres wide.

**Appendix A** contains the title and title plan.

The land has an area of 3.9 hectares, not including the road reserves. The land was formerly leased to Southern Grain Storage Pty Ltd for use as grain storage. A planning permit has now been granted for the grain store to use land to the west of the subject land.

The previous owner (Robert Earl) occupied the dwelling on site (at proposed Lot 22) but now operates his civil contracting business from his land to the west of the subject land.

The land is located 35 kilometres west of the Geelong CBD in the township of Winchelsea. The Princes Highway provides a direct vehicular connection to Geelong to the east and Colac to the west. Winchelsea is on the Melbourne – Warrnambool Railway Line. This line separates the land from the urban areas of Winchelsea (Figure 2).

The land has a 289 metre frontage to Cressy Road. Access to the land is currently provided via three informal crossovers to Cressy Road. There is also informal access across the government road reserve to the west, providing access to the farmland.

The land is generally devoid of vegetation apart from some vegetation around the dwelling and the sheds (Figure 3).

Land to the north is contained in the Farming Zone with larger agricultural lots, to the west is land owned by the site's former landowner, to the south is the railway line in the Public Use Zone – Schedule 4 and beyond that industrial land in the Industrial 1 Zone. Land 150 metres to the east is in the General Residential Zone and the Winchelsea Primary School is located 300 metres to the east of the land (Figure 4).

## 3. What is proposed?

The proposal is to apply for a combined permit and amendment under Division 5 of the Planning and Environment Act 1987:

### Planning Scheme Amendment

- Amend the Winchelsea Framework Plan at Clause 02.04-4 to refer to the land as an industrial estate within the settlement boundary.
- Rezone the land to the Industrial 1 Zone (IN1Z) from the Farming Zone.
- Apply Schedule 5 to the Design and Development Overlay (DDO5 – Industrial areas).

### Planning Permit

- Develop the land for a 24 lot industrial subdivision (Figure 5).

Figures 6 and 7 show views west and east along Cressy Road in the vicinity of the land.

**Appendix B** and Figure 5 contains the amended proposed subdivision plan for the site prepared by SMEC.

Five technical assessments have been completed to support the proposal:

- **Appendix C** contains the amended Infrastructure Assessment prepared by SMEC.
- **Appendix D** contains the amended Traffic Impact Assessment Report prepared by the Traffix Group.
- **Appendix E** contains the Landfill Gas Risk Assessment prepared by Jet Environmental
- **Appendix F** contains the amended Bushfire Assessment from South Coast Bushfire Consultants.
- **Appendix G** contains the industrial land supply assessment prepared by Spatial Economics.
- **Appendix H** contains the exhibited draft planning permit with some changes proposed to refer to the amended plan of subdivision and submissions to the Amendment.

Figure 1 Current title plan

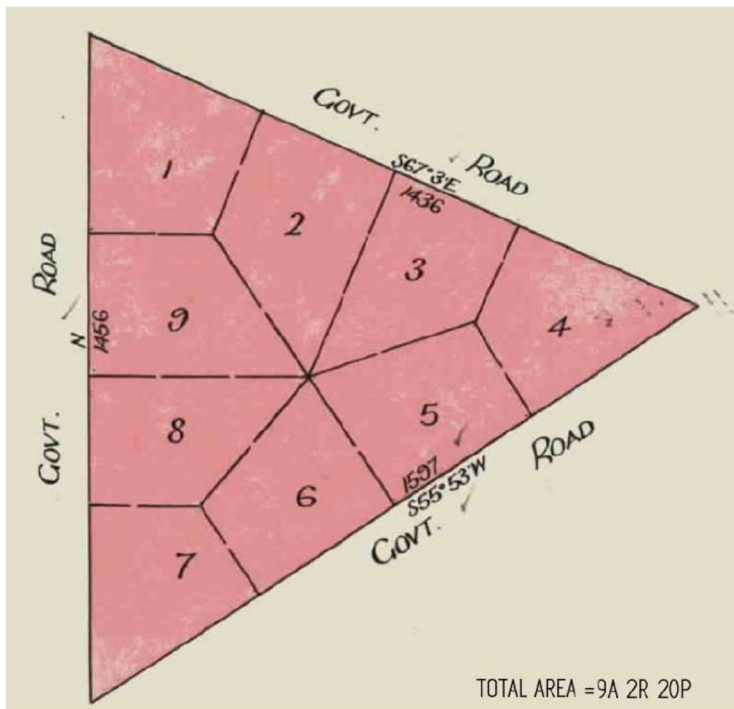


Figure 2 Subject site location in Winchelsea

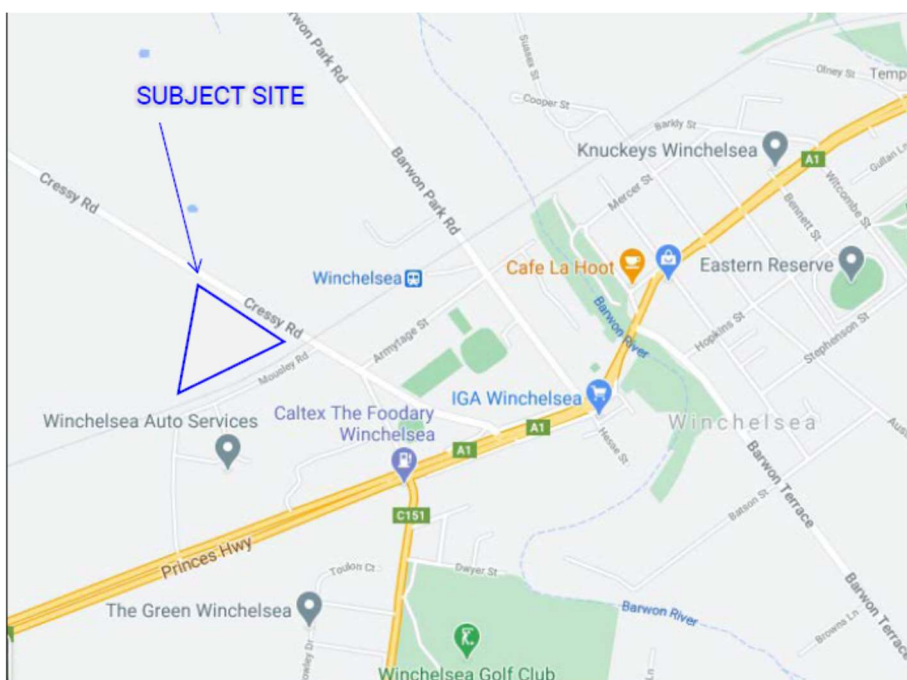




Figure 3 Subject site - detailed view

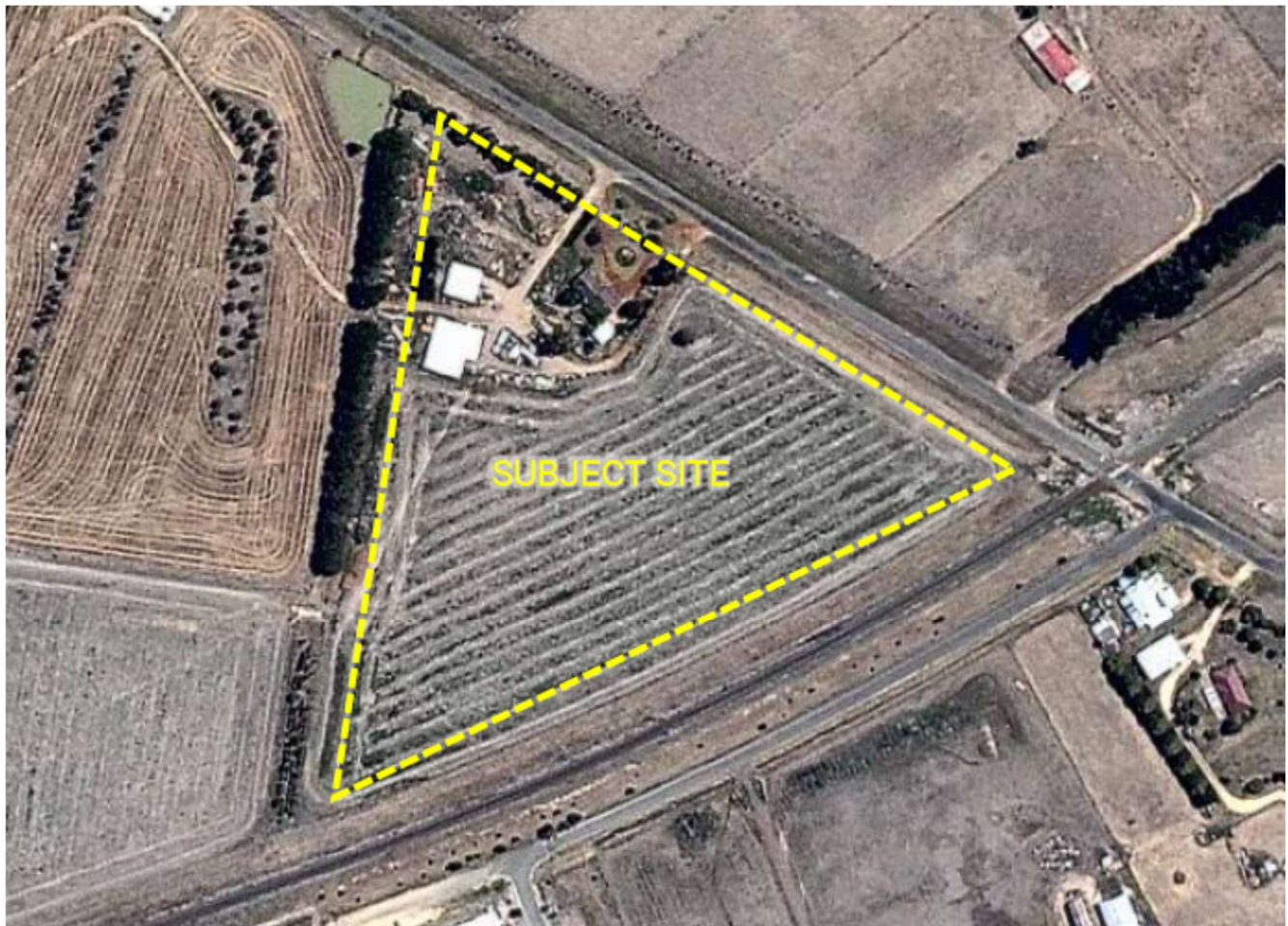


Figure 4 Zone context map

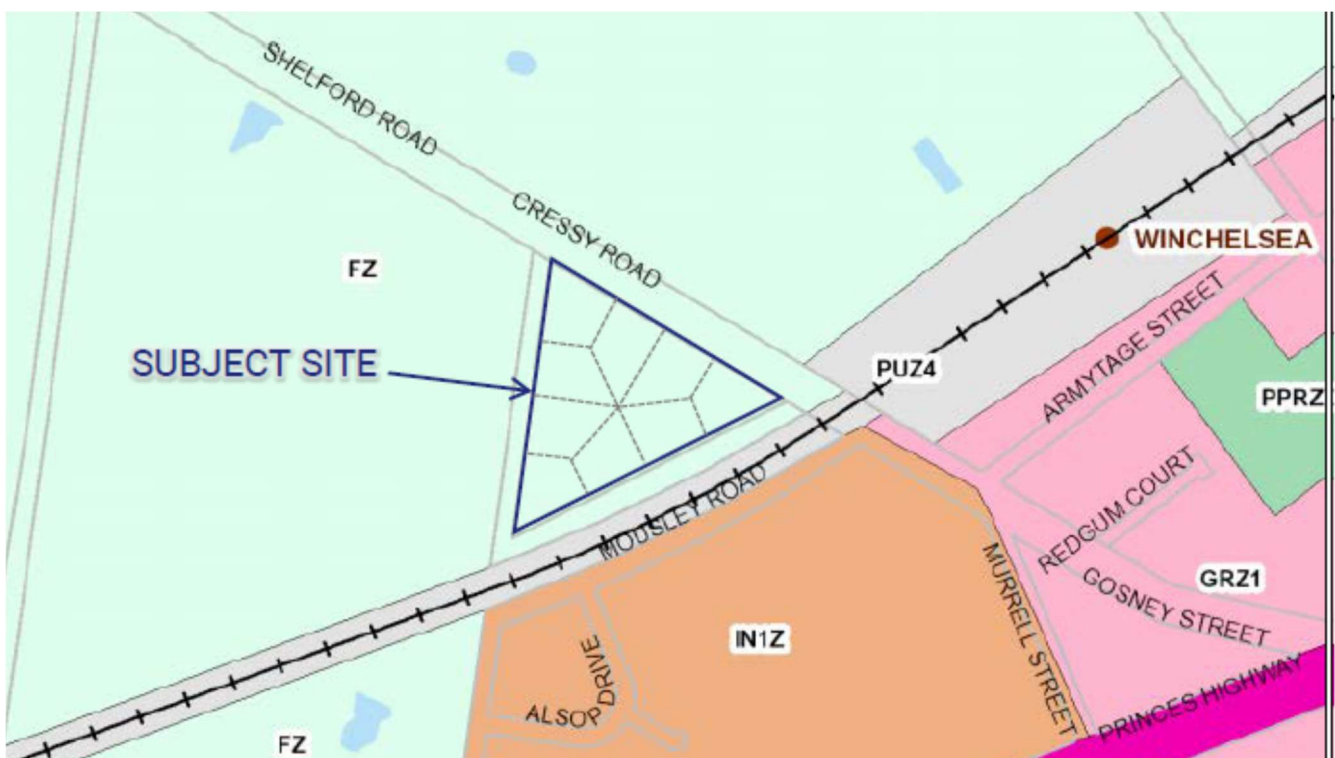




Figure 5 Proposed amended subdivision plan

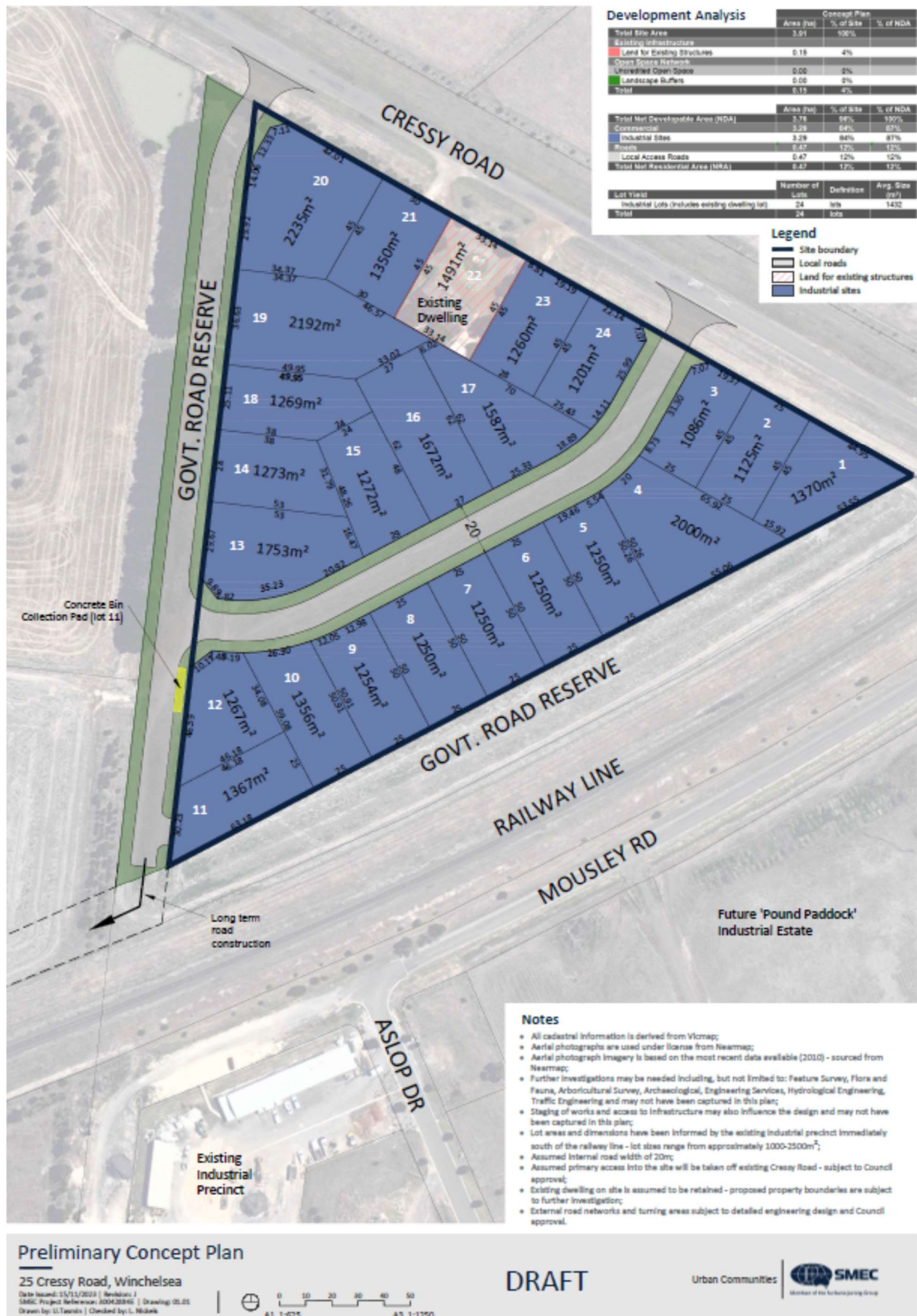




Figure 6 View west of the railway line with the site on the left



Figure 7 View east of the site to the railway line and Winchelsea



#### 4. Planning Provisions

This section sets out the existing and proposed zoning and overlay provisions relating to the site. It also provides a response to the relevant Planning Policy Framework and Municipal Planning Strategy to demonstrate how the proposed rezoning is in accordance with the Surf Coast Planning Scheme and relevant strategies (such as Growing Winchelsea Structure Plan 2015).

##### 4.1 Planning Policy Framework

From a state planning perspective, the proposal is supported by the following policies.

**Clause 11** provides specific objectives and strategies relating to ‘Settlement’ and recognises that “...*planning is to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.*” (emphasis added)

**Clause 11.01-1S** seeks to “*deliver networks of high-quality integrated settlements that have a strong identity and sense of place, are prosperous and are sustainable by:*

.....

- *Providing for appropriately located supplies of residential, commercial, and industrial land across a region, sufficient to meet community needs in*

*accordance with the relevant regional growth plan.”* (emphasis added)

**Clause 11.01-1R** addresses the G21 Regional Growth Plan and seeks to “*plan for Colac and Winchelsea as new targeted growth nodes.*”

**Clause 11.02-1S** (Supply of urban land) seeks to ensure there is a sufficient supply of land for industry with an emphasis on well located land for industry.

**Clause 11.02-2S** (Structure planning) seeks to ensure the orderly development of land through the preparation of structure plans.

**Clause 13.02** (Bushfire planning) is relevant as the land is in a Bushfire Prone Area. It seeks “*to strengthen the resilience of settlements and communities to bushfire through risk-based planning that prioritises the protection of human life.*”

**Clause 14.01-1S** (Protection of agricultural land) seeks to preserve productive farmland from unplanned loss due to permanent changes to land use.

**Clause 17.01-1S** (Diversified economy – G21 region) seeks to “*support new businesses that provide employment and innovation opportunities in identified employment nodes across the region.*”

**Clause 17.03-1S** (Industrial land supply) seeks “to ensure the availability of land for industry” in appropriate locations. The Environment Protection Authority publication ‘Recommended separation distances for industrial residual air emissions (Publication number 1518) 1990, updated March 2013’ is referenced as a policy guideline that must be considered in planning. The guideline is the appropriate guide for amenity interface and buffer issues relating to dust and odour emissions.

Specifically, for the Geelong region, **Clause 17.03-1R** seeks to provide for the expansion of industry employment areas at Colac and Winchelsea.

#### 4.2 Municipal Planning Strategy

The Amendment is supported by the Municipal Planning Strategy as set out below:

**Clause 02.03-1** (Settlement) describes Winchelsea as:

*Winchelsea is the largest inland town in the Shire and is the major service centre for the surrounding farming community. It is rich in heritage and has an active tourism industry with wineries, berry farms, restaurants, cafes and accommodation in the broader district. Winchelsea is well serviced by a railway station, hospital, community and recreation facilities, and reticulated services, providing opportunities for population growth.*

**Clause 02.04-1** (Municipal strategic framework plan) identifies Winchelsea as an urban growth centre.

**Clause 02.04-4** contains the Winchelsea Framework Plan (Figure 8). Its predecessor before the Municipal Planning Strategy was introduced by Amendment VC148 contained the same nomenclature for the land as a “possible employment precinct” as the *Growing Winchelsea – Shaping Future Growth 2015* strategy. This seems to have been deleted without justification. The Amendment replaces the Winchelsea Framework Plan with a version that identifies the land as an industrial area within the settlement boundary.

The schedule to Clause 72.08 lists *Growing Winchelsea – Shaping Future Growth 2015* as a background document.

## 5. Planning controls

The land is in the Farming Zone but is proposed to be rezoned to the **Industrial 1 Zone**. The purpose of the IN1Z is to:

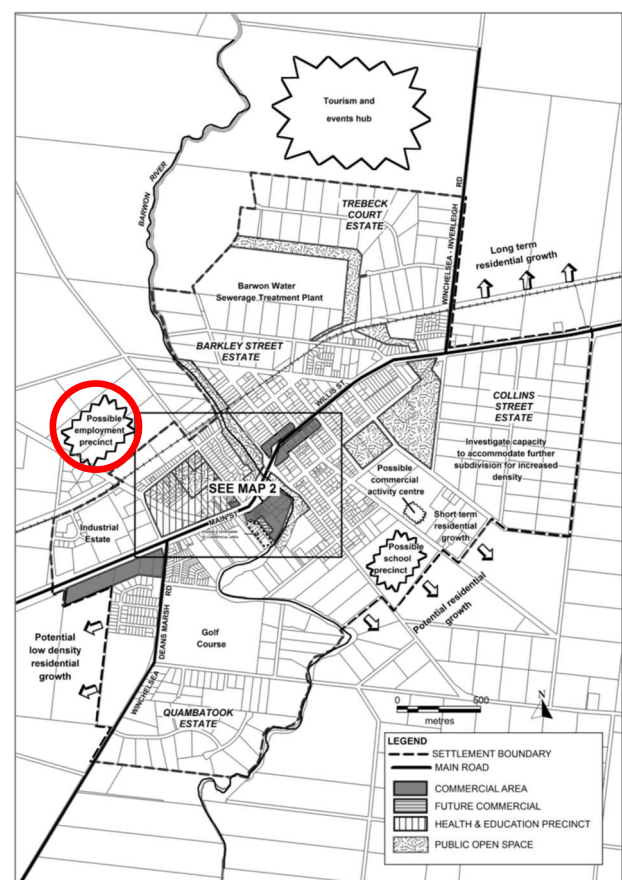
- implement the Municipal Planning Strategy and the Planning Policy Framework.
- provide for manufacturing industry, the storage and distribution of goods and associated uses in a manner which does not affect the safety and amenity of local communities.

In the INZ1 a planning permit is required to subdivide and develop the land. Industry is generally a Section 1 no permit required use provided threshold and separation distances are met.

The land is not affected by any planning overlays.

The Amendment proposes to apply the DDO5 to the land as it has been to all other industrial areas in the municipality. The DDO5 contains primarily built form and landscaping policy for industrial areas but a planning permit is still required to subdivide land. It requires subdivisions that create lots of less than 1000sqm to be accompanied by a development proposal.

Figure 8 Winchelsea Framework Plan



## 6. Winchelsea Industrial Estate Master Plan 2010

Council completed master plan for the existing industrial estate in 2010. While this master plan is now dated it did identify several constraints such as the poor presentation of the estate, particularly the properties along Alsop Drive, lack of identity and poor road conditions that remain relevant today. Other constraints such as the lack of natural gas and improved access have now been overcome.

## 7. Growing Winchelsea – Shaping Future Growth 2015

The *Growing Winchelsea – Shaping Future Growth* is a local structure plan for Winchelsea that was completed in 2015. It was implemented in the planning scheme by Amendment C120 in 2019 following a Planning Panel Report in 2018.

It forms the basis of Clause 02.04-4 (Winchelsea Strategy) in the planning scheme.

As one of two growth towns in Surf Coast, Winchelsea is now set for long term growth with its strategic location, affordable housing, relatively few constraints and excellent infrastructure.

The population in 2011 was 1,579 and in 2016 it was 1,954. This represents a strong growth rate of 24% across the five year period, or nearly 5% a year. Recently new housing estates have been developed to cater for increase in demand with strong sales activity. The G21 Regional Growth Plan indicates Winchelsea has the potential to have population of 10,000 by 2050.

The Strategy aims to develop a mixed economy that *“seeks to particularly encourage, support and facilitate business and industry ventures in the population servicing, green industry or liveability/tourism sectors.”*

For planning and economic development policy, the Strategy seeks to maintain an affordable supply of industrial and commercial land as a key principle. Regular monitoring and review are required to act on this principle. It does recommend reviewing the suitability of the IN1Z for the existing industrial estate so *“that Council should encourage, support and facilitate business and industry ventures in the population servicing, green industry or liveability/tourism sectors, rather than pursuing heavier industry or agricultural processing in the future.”* This recommendation has not been acted on and it is assumed is not a priority – 6 years after the completion of the Strategy.

The Structure Plan did investigate the land for potential residential growth (as Area 7) but ultimately found that it should be considered for non-residential use (Page 32) given its proximity to the existing industrial estate.

The supply of industrial land was investigated in 2013 by Spatial Economics. It found that 6.4 hectares of the 20.1 hectares of industrial land was available for development (supply). This investigation found that circumstances for growth may change and considered an increase in demand of 20% and 50% scenarios. It found at the time that even when these scenarios were considered there was still 25+ years of supply of industrial land. It did though identify the location north west of train station as a potential future supply, which is where this land is located (Figure 9). This relates to development beyond 10 years.

## 8. Land supply and demand assessment 2019

Spatial Economics completed an updated industrial land supply and demand assessment in February 2019 for the whole Shire. This is now 2 years old.

It found:

- between 2015 and 2019 in Winchelsea industrial development averaged 0.3 hectares per year with 6.5 hectares of overall land supply
- there was an overall land supply for the Shire of 5 to 8 years
- specifically for Winchelsea there was a land supply of 14 to 21 years.

Figure 9 Industrial expansion potential



It concluded *“Winchelsea based on both longer term historical and accelerated industrial land demand scenarios has sufficient zoned industrial land stocks to meet requirements for the medium to longer term.”*

This report did not consider the potential of this land to add to the supply of industrial land in Winchelsea. Spatial Economics were engaged to update the 2019 report that considers the development of this land for industry. Figure 10 shows land that in 2021 was considered as available/unavailable. **Appendix G** contains this assessment.

Spatial Economics found in 2021 that:

*There is currently a limited supply of vacant industrial land; 3.4 hectares in 5 lots. There has been no take-up of industrial land in recent years reflecting limited supply of land rather than constrained demand. There is a theoretical 9 years supply of industrial land. This number is highly variable and if just one large lot was utilized the number of years of supply would fall drastically. To*



facilitate and support residential growth there will be an increasing demand for well-located small industrial lots.

The proposed rezoning and subdivision of the site will produce and target 'smaller' industrial land users i.e. with lots sized typically around 1,250sqm or ranging from 1,055sqm to 2,254sqm. From Spatial Economics' perspective this is the ideal lot size distribution from a) a demand/price point perspective and b) from a land size requirement of the majority of likely industrial land users.

As residential land prices in Torquay rise Winchelsea is seen as an ideal opportunity to supply more affordable land. With that anticipated growth and the removal of Spring Creek as a growth corridor for Torquay, Winchelsea will accommodate a greater share of growth across the Shire in the future.

Appendix H contains the industrial land supply assessment.

Figure 10 Winchelsea industrial land supply



## 9. Cultural heritage sensitivity

The land is not within an area of Aboriginal Cultural Sensitivity.

## 10. Supporting reports

Four technical reports have been completed to support the proposed rezoning.

### 10.1 Infrastructure assessment SMEC

This assessment found that all services can be connected to the land.

It addressed the provisions of roads, drainage, sewer, potable water, gas, electrical and telecommunications.

### Roads

- 20 m road reserve – internal industrial road and new road in the western road reserve
- Two intersections with Cressy Road provided by Traffic Group.

### Stormwater drainage – Figure 11

- Comply with IDM standards
- Drainage conveyed to south east corner
- New pipe under railway line to Armytage Street
- Catchment gap flow conveyed through the road reserve.

### Sewer

- Connect under the railway line with new manhole at Gosney Street.

### Potable water

- Connect to line in Cressy Road but may need augmentation subject to design to improve pressure.

### Gas

- Connect to existing line in Cressy Road.

### Electrical

- Each lot will be connected to underground supply.

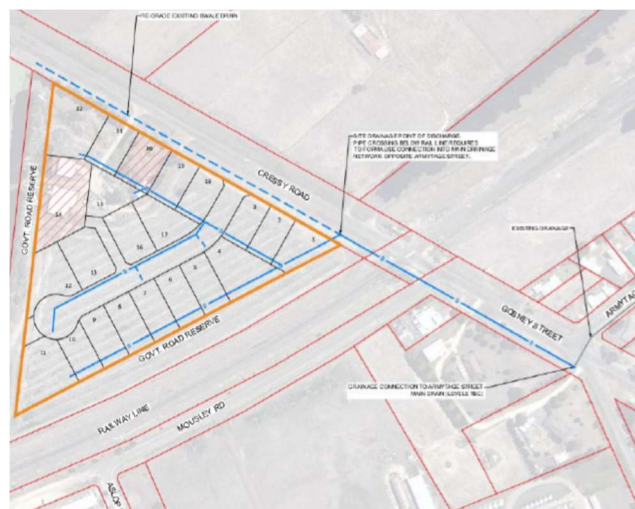
### Telecommunications

- Telstra and NBN Co are located in the Cressy Road road reserve.

### VicTrack

- VicTrack Assets Optical fibre communications is located in the railway reserve parallel with the track. A VLine and VicTrack Permission to Work (PTW) will be required.

Figure 11 Indicative underground drainage design





**Appendix C** contains the amended infrastructure report.

### 10.2 Traffic Impact Assessment Report Traffix Group

This report found that with an appropriately designed intersection with Cressy Road safe egress and access could be provided. It found:

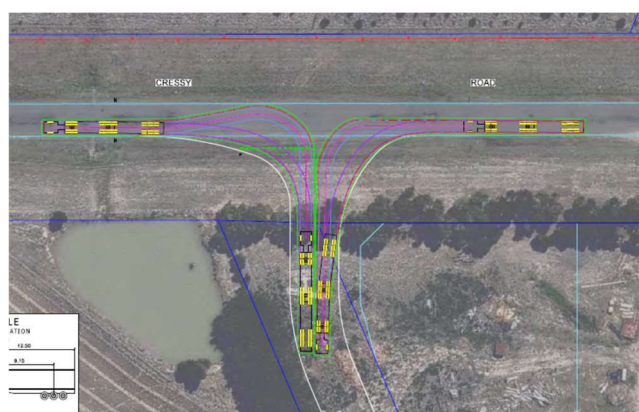
- The new industrial roads will carry less than 1,000 vehicles per day
- The 20 metre wide road reserves meet the IDM standard with recessed access gates 2.25 metres into each property
- A need to reduce the 80kmh speed limit from the railway line to the western boundary of the land to a 50kmh zone
- Intersection design accommodates 26 metre long semi-trailers – no protected turn lanes are required.

**Appendix D** contains the amended TIAR.

Figure 12 Cressy Road east intersection



Figure 13 Cressy Road west intersection



### 10.3 Landfill Gas Risk Assessment

Jet Environmental has completed a Landfill Gas Risk Assessment (LGRA) (**Appendix E**). This addressed the potential impacts from the closed municipal landfill at 75 Cressy Road to the west of the land and responded to some initial feedback from the EPA. It concluded:

- The easternmost boundary of the landfilled former quarry is approximately 210 m west of site.
- A review indicated that the former quarry may have been backfilled with putrescible material until as recently as 1994.
- Due to the likely presence of putrescible waste in material historically used to backfill the former quarry, potential for generation of methane exists during decomposition of this material.
- However, given that landfilling of the former quarry ceased at least 27 years ago, the potential for significant subsurface landfill gas migration is likely to have largely decreased.
- No distinct odours were noted at or nearby site during inspection and monitoring works.
- Results of landfill gas monitoring did not report elevated surface concentrations of gas at the site or within the measured potential pathways of gas migration (e.g. underground service utilities) on or near site at the time of monitoring.
- Based on the assessment findings, it is considered that the risk of subsurface landfill gas migration from the former quarry adversely impacting the proposed rezoning and industrial site subdivision is very low.

It then made two recommendations:

- No ongoing management or monitoring of landfill gas is recommended with respect to the proposed site rezoning and subdivision.
- Further assessment of landfill gas risk via an environmental audit under Section 53V of the *Environment Protection Act 1970* is not recommended for the site.

### 10.4 Bushfire risk

South Coast Bushfire Consultants was engaged to respond to the proposed rezoning and the provisions of Clause 13.02-1.

It found:

- the land is within a landscape at low risk from bushfire
- the main risk is from grasslands on adjoining farming properties
- construction is to be at BAL12.5 level
- a metal fence is required on the western boundary and will provide a radiant heat shield from the grasslands
- the landowner will manage the unmade road reserves to an acceptable condition
- the site can meet the objectives of Clause 13.02 in protection of human life
- road construction, water supply, landscaping and provision of hydrants will be to CFA standards.

SCBC has recommended the addition of planning permit conditions that address the servicing of the land with hydrants, construction standard and emergency vehicle access.

**Appendix F** contains the amended bushfire risk assessment.

## 11. Strategic justification for the amendment

The following sections provide an assessment of the proposal against the requirements of the Planning Practice Note 46: Strategic Assessment Guidelines for Preparing and Evaluating Planning Scheme Amendments.

### 11.1 Why is the amendment required?

The *Growing Winchelsea – Shaping Future Growth 2015* identifies the land as a potential employment precinct. With commercial development supported close to the existing shopping centre and along the Princes Highway and the land's co-location with the existing industrial estate, the future of this land is as an industrial/business estate.

The Amendment implements this future state by rezoning the land to the Industrial 1 Zone (IN1Z) and applying Schedule 5 to the Design and Development Overlay (DDO5) that is applied to all industrial areas in Surf Coast Shire.

The DDO5 will guide the construction of buildings on each site and mark a new era for industry in Winchelsea in an estate that is purpose-built and well designed.

Technical assessments for traffic, infrastructure and landfill gas risk have been completed and confirmed the potential of this land for development.

### 11.2 How does the amendment implement the objectives for planning in Victoria?

The objectives of planning in Victoria, as set out at Section 4(1) of the Planning Environment Act 1987 are:

- a) To provide for the fair, orderly, economic and sustainable use and development of land.
- b) To provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity.
- c) To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.
- d) To conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.
- e) To protect public utilities and other assets and enable the orderly provision and coordination of public utilities and other facilities for the benefit of the community.
- f) To facilitate development in accordance with the objectives set out in the points above.

- g) To balance the present and future interests of all Victorians.

The Amendment will assist in meeting these objectives. It will provide industrial land in an area that is supported by the Surf Coast Planning Scheme and the *Growing Winchelsea – Shaping Future Growth 2015*, provide for local employment growth in an area that is not environmentally constrained.

### 11.3 How does the amendment address any environmental, social and economic effects?

#### Environmental effects

The land is not impacted by any environmental constraints. The land is not:

- encumbered by vegetation
- flood affected
- within an area the subject of bushfire risk
- impacted by salinity or erosion.

A Landfill Gas Risk Assessment has concluded the land would be at low risk from the former municipal landfill at 75 Cressy Road that stopped accepting waste in 1994.

#### Social and economic effects

The Amendment will result in a range of positive social and economic impacts.

Increasing the supply of lots from a purpose-built estate will enhance local employment opportunities, increase business activity within Winchelsea and increase the ability of Winchelsea to minimise escape expenditure to Colac, Geelong and Torquay.

Winchelsea will have considerable population growth to 2050 (projected to be 10,000, rising from 2,000 in 2016) and providing local employment and business opportunities will assist this growth.

### 11.4 Does the amendment address relevant bushfire risk?

The amendment is not expected to result in the generation of any additional bushfire risk. Defendable space is accommodated to the west of the subdivision with the construction of the new road.

The land is not within a Bushfire Management Overlay but is within a designated bushfire prone area.

### 11.5 Does the amendment comply with the requirements of any Minister's Direction applicable to the amendment?

Relevant Ministerial Directions which have been considered in the preparation of this combined amendment / application are as follows:

- Ministerial Direction - The Form and Content of Planning Schemes
- Direction No. 11 - Strategic Assessment of Amendments.

- Direction No. 19 and information requirement of amendments that may result in impacts on the environment, amenity and human health.

The proposed amendment complies with these Directions as follows:

- The form and content of the proposed amendment is consistent with Ministerial Direction - The Form and Content of Planning Scheme.
- As set out in this report, the proposed amendment is consistent with Ministerial Direction No. 11.
- Ministerial Direction No. 19 requires the responsible authority to seek the written views of the Environment Protection Authority (EPA) about potential impacts of an amendment. The EPA has reviewed the Landfill Gas Risk Assessment prepared by Jet Environmental and provided comment and permit conditions.

#### **11.6 Does the amendment support the Planning Policy Framework and any adopted State policy?**

The Amendment is supported by the Planning Policy Framework and State policy as set out below:

**Clause 11** provides specific objectives and strategies relating to 'Settlement' and recognises that *"...planning is to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure."* (emphasis added)

**Clause 11.01-1S** seeks to *"deliver networks of high-quality integrated settlements that have a strong identity and sense of place, are prosperous and are sustainable by:*

.....

- *Providing for appropriately located supplies of residential, commercial, and industrial land across a region, sufficient to meet community needs in accordance with the relevant regional growth plan."* (emphasis added)

**Clause 11.01-1R** addresses the G21 Regional Growth Plan and seeks to *"plan for Colac and Winchelsea as new targeted growth nodes."*

The Amendment provides for new industrial land that will increase local employment and business activity.

**Clause 11.02-1S** (Supply of urban land) seeks to ensure there is a sufficient supply of land for industry with an emphasis on well located land for industry.

The land has excellent access to the Princes Highway via a signalised intersection to Geelong and Melbourne and south west Victoria, and beyond.

**Clause 11.02-2S** (Structure planning) seeks to ensure the orderly development of land through the preparation of structure plans.

The Amendment will provide industrial land in an area where it is supported by the *Growing Winchelsea – Shaping Future Growth 2015*.

**Clause 14.01-1S** (Protection of agricultural land) seeks to preserve productive farmland from unplanned loss due to permanent changes to land use.

The land is not currently used for agriculture but was used for grain storage. This use has relocated to the land to the west of the subject site, thus retaining employment in Winchelsea.

**Clause 17.01-1S** (Diversified economy – G21 region) seeks to *"support new businesses that provide employment and innovation opportunities in identified employment nodes across the region."*

**Clause 17.03-1S** (Industrial land supply) seeks *"to ensure the availability of land for industry"* in appropriate locations. The Environment Protection Authority publication 'Recommended separation distances for industrial residual air emissions (Publication number 1518) 1990, updated March 2013' is referenced as a policy guideline that must be considered in planning. The guideline is the appropriate guide for amenity interface and buffer issues relating to dust and odour emissions.

Specifically, for the Geelong region, **Clause 17.03-1R** seeks to provide for the expansion of industry employment areas at Colac and Winchelsea.

The Amendment provides for industrial development where it is anticipated in Winchelsea that will experience significant population growth to 2050.

#### **11.7 How does the amendment support the Municipal Planning Strategy?**

The Amendment is supported by the Municipal Planning Strategy as set out below:

**Clause 02.03-1** (Settlement) describes Winchelsea as:

*Winchelsea is the largest inland town in the Shire and is the major service centre for the surrounding farming community. It is rich in heritage and has an active tourism industry with wineries, berry farms, restaurants, cafes and accommodation in the broader district. Winchelsea is well serviced by a railway station, hospital, community and recreation facilities, and reticulated services, providing opportunities for population growth.*

**Clause 02.04-1** (Municipal strategic framework plan) identifies Winchelsea as an urban growth centre.

**Clause 02.04-4** contains the Winchelsea Framework Plan. Its predecessor before the Municipal Planning Strategy was introduced by Amendment VC148 contained the same nomenclature for the land as a “*possible employment precinct*” as the Growing Winchelsea – Shaping Future Growth 2015 strategy. This seems to have been deleted without justification.

**11.8 Does the amendment make proper use of the Victoria Planning Provisions?**

The Amendment makes appropriate use of the Victoria Planning Provisions by applying appropriate zone and overlay controls consistent with the intended use of the land.

**11.9 How does the amendment address the views of any relevant agency?**

Direct discussions have been held with the EPA, the Country Fire Authority, the Department of Transport (DoT), VicTrack and Department of Energy, Environment and Climate Action (DEECA).

The views of other relevant agencies will be sought as part the exhibition process, with no foreseen issues.

**11.10 Does the amendment address the requirements of the Transport Integration Act 2010.?**

The Amendment is not expected to have a significant impact on the transport system.

A Traffic Impact Assessment Report has been prepared for the Amendment.

**11.11 What impact will the new planning provisions have on the resource and administrative cost of the responsible authority?**

The proposed amendment is not expected to have any significant impact on the administrative costs of the responsible authority.

## 12. Planning Permit

The draft planning permit has been amended (**Appendix H**) to reflect the amended plan of subdivision.

To date we have received permit conditions or advice from:

- Environment Protection Authority
- Department of Transport
- VicTrack
- Country Fire Authority
- Barwon Water.

These responses are separately provided to this report.

In response to the LGRA that has been provided to the EPA and Council, we propose a restriction that prohibits the construction of underground structures, not including the usual earthworks required for the construction of pad

footings Condition 1d(i). We have also made other suggested changes to the draft planning permit.

## 13. Conclusion

We believe the rezoning and development of this land for industrial uses is both logical and will result in the orderly planning for Winchelsea. There is a significant demand for these industrial lots and there is no current supply in Winchelsea. The proposal is consistent with the *Growing Winchelsea – Shaping Future Growth 2015*. The project will provide an economic boost to Winchelsea in a town where significant growth is anticipated.



DAVID MERRETT

Director



## **APPENDIX A**

### **Title information**



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VOLUME 05906 FOLIO 126

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## LAND DESCRIPTION

Crown Allotment 1 Section 72, Crown Allotment 2 Section 72, Crown Allotment 3 Section 72, Crown Allotment 4 Section 72, Crown Allotment 5 Section 72, Crown Allotment 6 Section 72, Crown Allotment 7 Section 72, Crown Allotment 8 Section 72 and Crown Allotment 9 Section 72 Parish of Mirnee.

### PARENT TITLES :

Volume 01158 Folio 408 to Volume 01158 Folio 411

Volume 01315 Folio 944 to Volume 01315 Folio 947

Volume 01440 Folio 821

Created by instrument 1552819 12/07/1934

## REGISTERED PROPRIETOR

Estate Fee Simple

Joint Proprietors

ROBERT JOHN EARL

CHRISTINE MARY EARL both of 25 CRESSY RD WINCHELSEA 3214

W952851B 03/08/2000

## ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE AD049462N 16/08/2004

BENDIGO BANK LTD

For details of any other encumbrances see the plan or imaged folio set out under DIAGRAM LOCATION below.

## DIAGRAM LOCATION

SEE TP317193G FOR FURTHER DETAILS AND BOUNDARIES

## ACTIVITY IN THE LAST 125 DAYS

NIL

-----END OF REGISTER SEARCH STATEMENT-----

Additional information: (not part of the Register Search Statement)

## ADMINISTRATIVE NOTICES

NIL

eCT Control 03500L BENDIGO AND ADELAIDE BANK LTD - SAFE CUSTODY

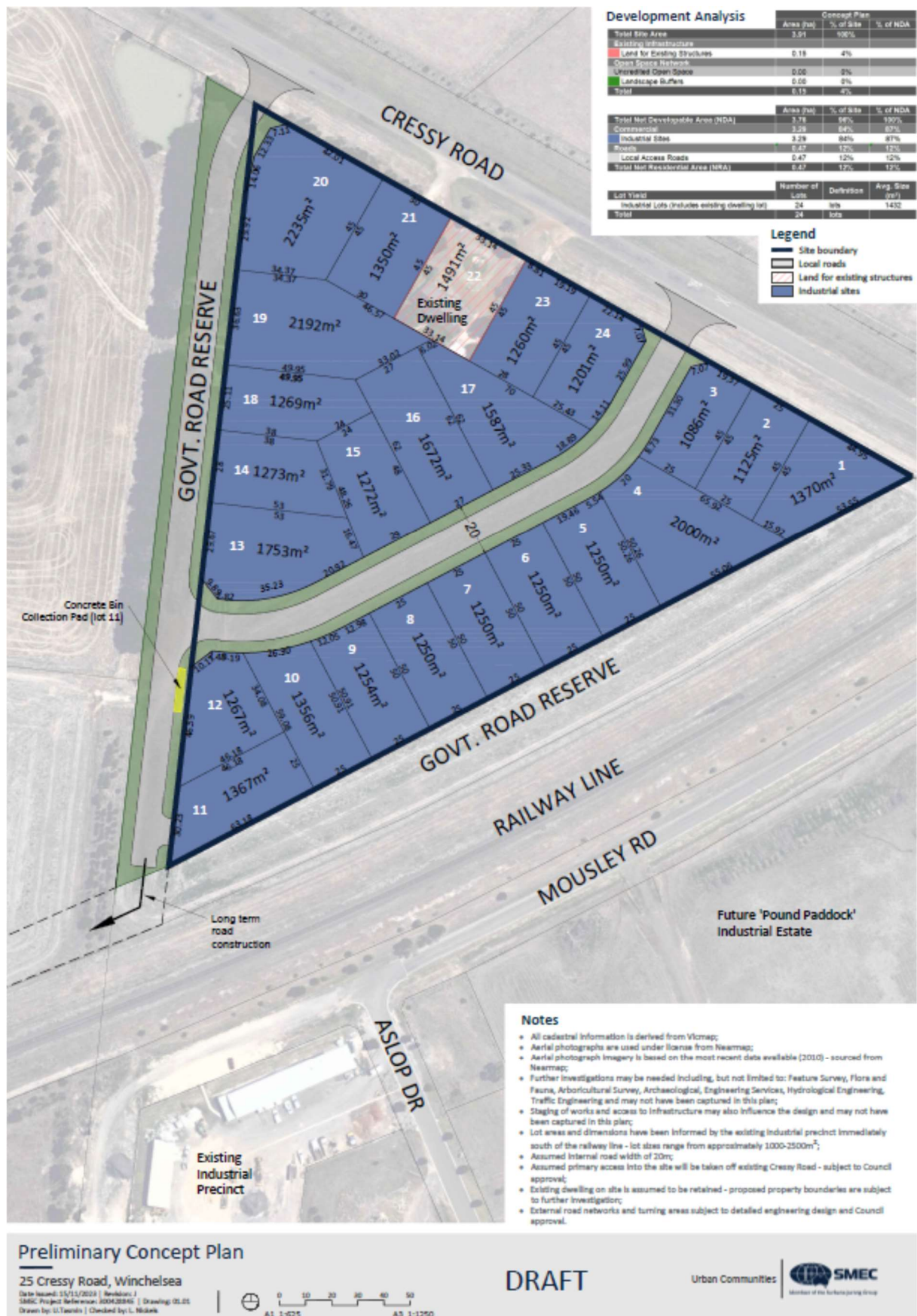
Effective from 21/07/2017

DOCUMENT END

TITLE PLAN		EDITION 1	TP 317193G
<b>Location of Land</b> Parish: MIRNEE Township: Section: 72 Crown Allotment: 1,2,3,4,5,6,7,8,9 Crown Portion:  Last Plan Reference: Derived From: VOL 5906 FOL 126 Depth Limitation: NIL		<b>Notations</b>  ANY REFERENCE TO MAP IN THE TEXT MEANS THE DIAGRAM SHOWN ON THIS TITLE PLAN	
<b>Description of Land / Easement Information</b>		THIS PLAN HAS BEEN PREPARED FOR THE LAND REGISTRY, LAND VICTORIA, FOR TITLE DIAGRAM PURPOSES AS PART OF THE LAND TITLES AUTOMATION PROJECT COMPILED: 17-02-2000 VERIFIED: AD	
LENGTHS ARE IN LINKS Metres = 0.3048 x Feet Metres = 0.201168 x Links		Sheet 1 of 1 sheets	

## APPENDIX B

## Proposed plan of subdivision (amended)





## **APPENDIX C**

### **Traffic Impact Assessment Report, Traffix Group (amended)**

## **APPENDIX D**

### **Infrastructure assessment, SMEC (amended)**

## **APPENDIX E**

### **Landfill gas risk assessment, Jet Environmental**

## **APPENDIX F**

### **Bushfire Assessment, South Coast Bushfire Consultants (amended)**



## **APPENDIX G**

### **Industrial land supply and demand assessment (Spatial Economics)**

## **APPENDIX H**

### **Planning permit (amended)**