



6.9

Avalon

1 - Investigation Area Context

1.1 Total area of land within investigation area

N/A (refer 1.2)

1.2 Definition of investigation area:

The second Long Term Boundaries review principle under the Greater Geelong Settlement Strategy states that “Land must be contiguous with urban residential areas – GRZ, RGZ, NRZ or UGZ”. The Avalon area is separated from any adjoining urban residential areas by the Princess Freeway. Therefore, land within the Avalon area does not meet this principle (refer Figures 88 and 89).

Consideration was given to whether certain areas should be considered in the Long Term Boundary Review notwithstanding the lack of contiguous land. However, this was not considered appropriate for the reasons set out in Section 3 of this assessment.

1.3 Current Zoning and Overlays:

The land within Avalon is located within the following zones:

- Farming Zone;
- Rural Living Zone;
- Public Park and Recreation Zone;
- Industrial 1 & 2 Zone;
- Public Conservation and Resource Zone;
- Special Use Zone – Schedule 11 (Avalon Airport); and
- Public Use Zone – Scheduled 1 (Service and Utility).

(refer Figure 90).

The land is also affected by many overlays. They are as follows:

- Design and Development Overlay – Schedule 20 (Industrial 1, 2 & 3 Zones);
- Development Plan Overlay – Schedule 1 (Special Industrial Area, Port Wilson);
- Environmental Significance Overlay – Schedule 4 (Grasslands within Werribee Plains Hinterland);
- Flood Overlay;
- Land subject to Inundation Overlay;
- Public Acquisition Overlay – Schedule 14 (Railway);
- Special Controls Overlay – Schedule 3 (Specialist Training Facility); and
- Vegetation Protection Overlay.

These overlays are shown at Figures 91-93.

Geelong Growth Investigation Areas
Avalon Investigation Area

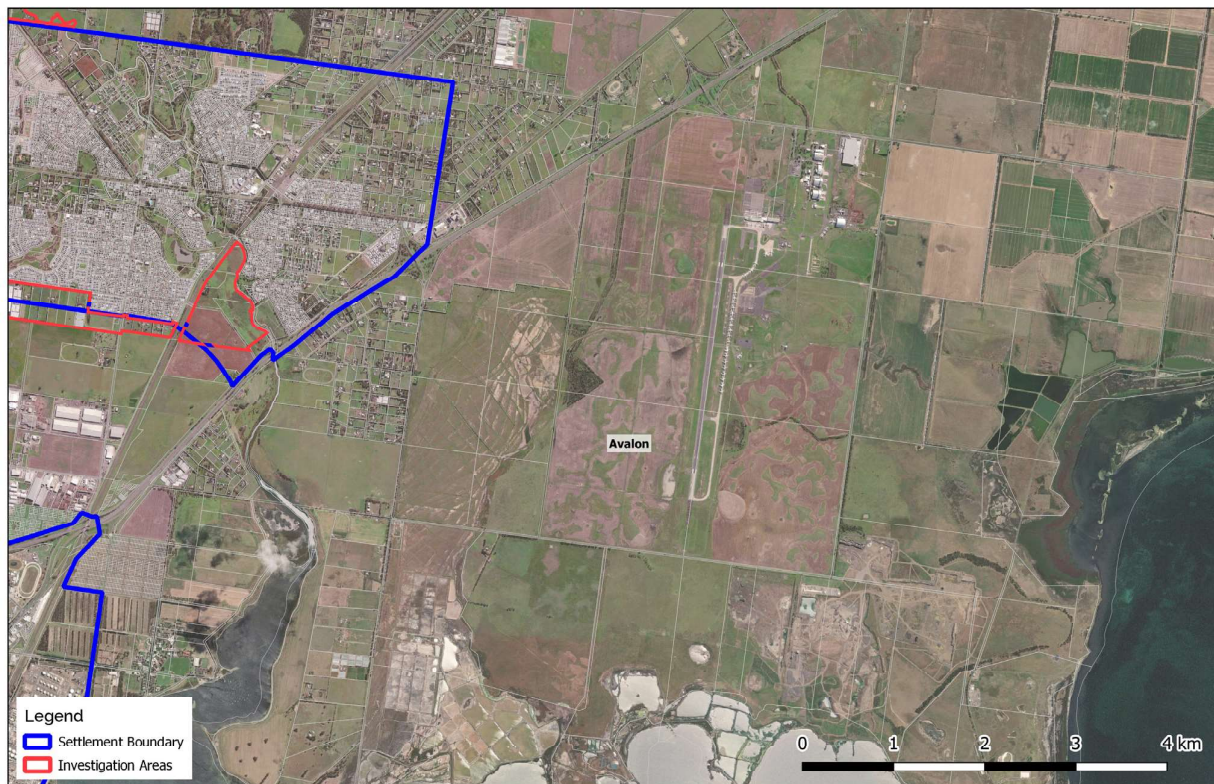


Figure 88. Avalon – Aerial Cadastral Plan.

Geelong Growth Investigation Areas
Avalon Investigation Area

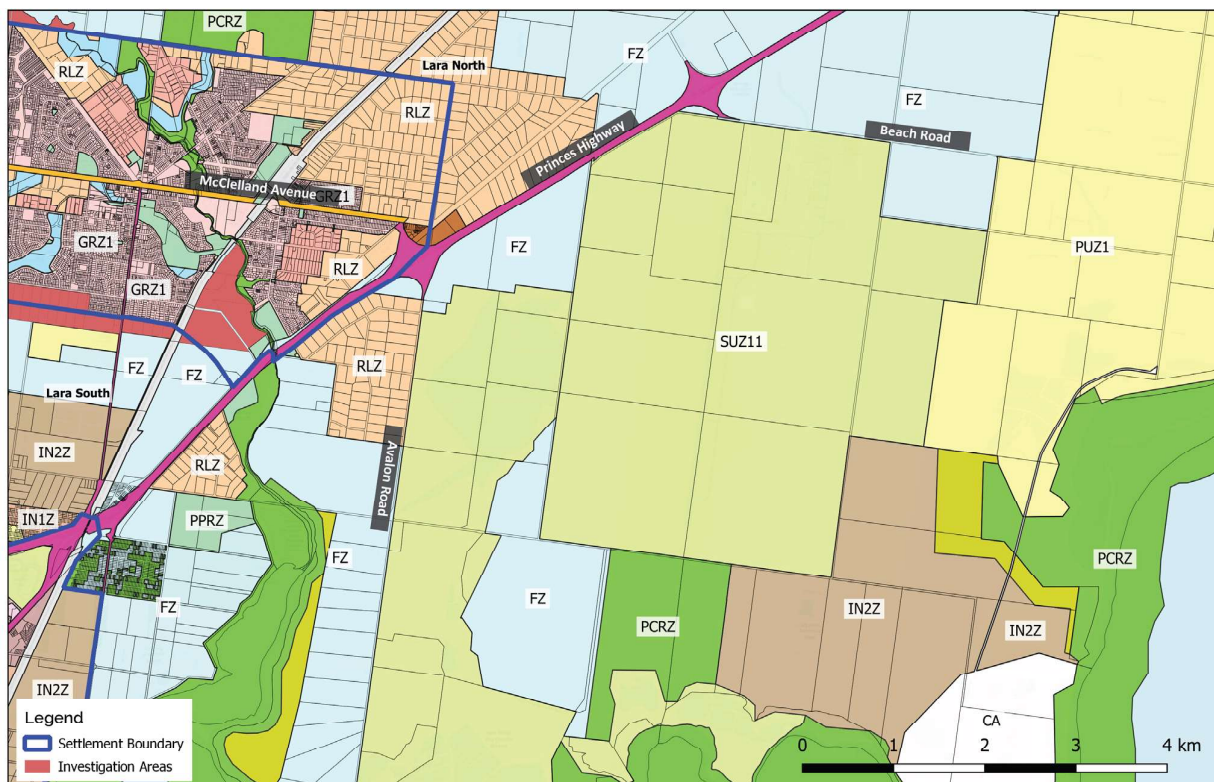


Figure 89. Avalon – Investigation Area Plan.

Geelong Growth Investigation Areas

Avalon - Zoning

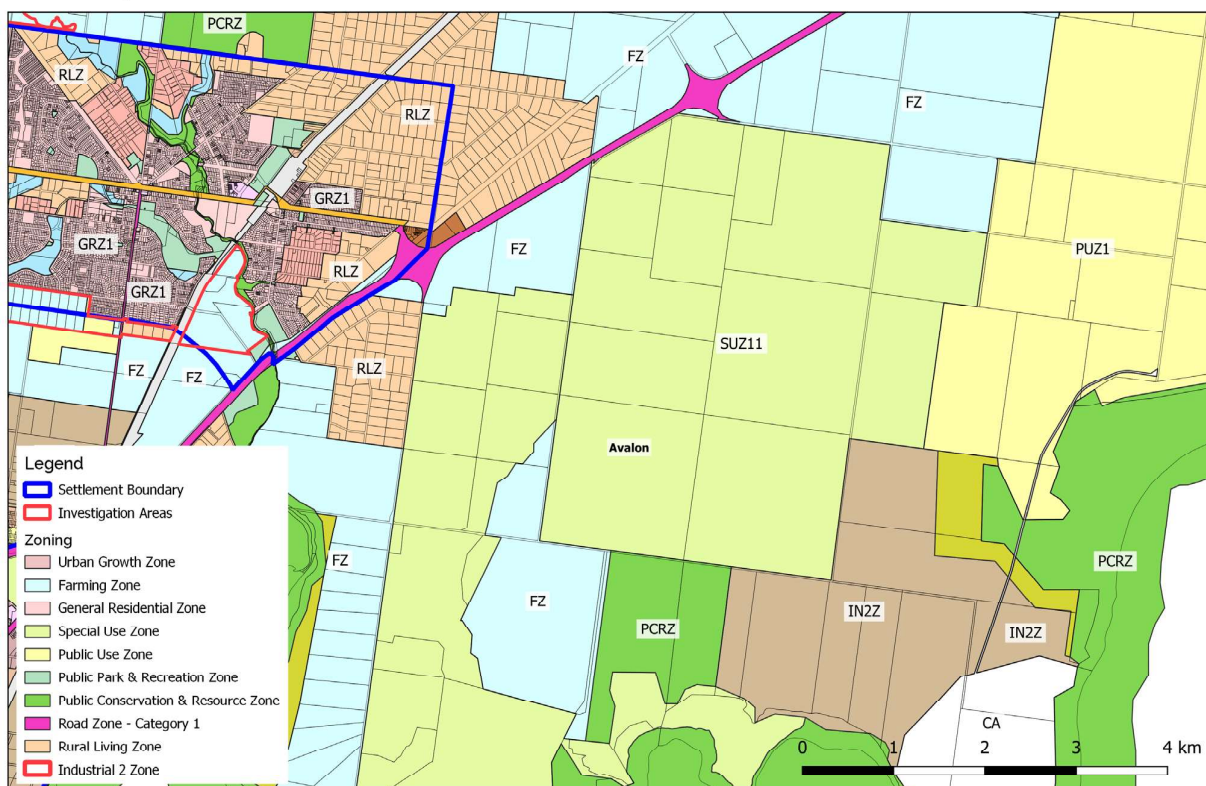


Figure 90. Avalon – Zoning Plan.

Geelong Growth Investigation Areas

Avalon - Overlays

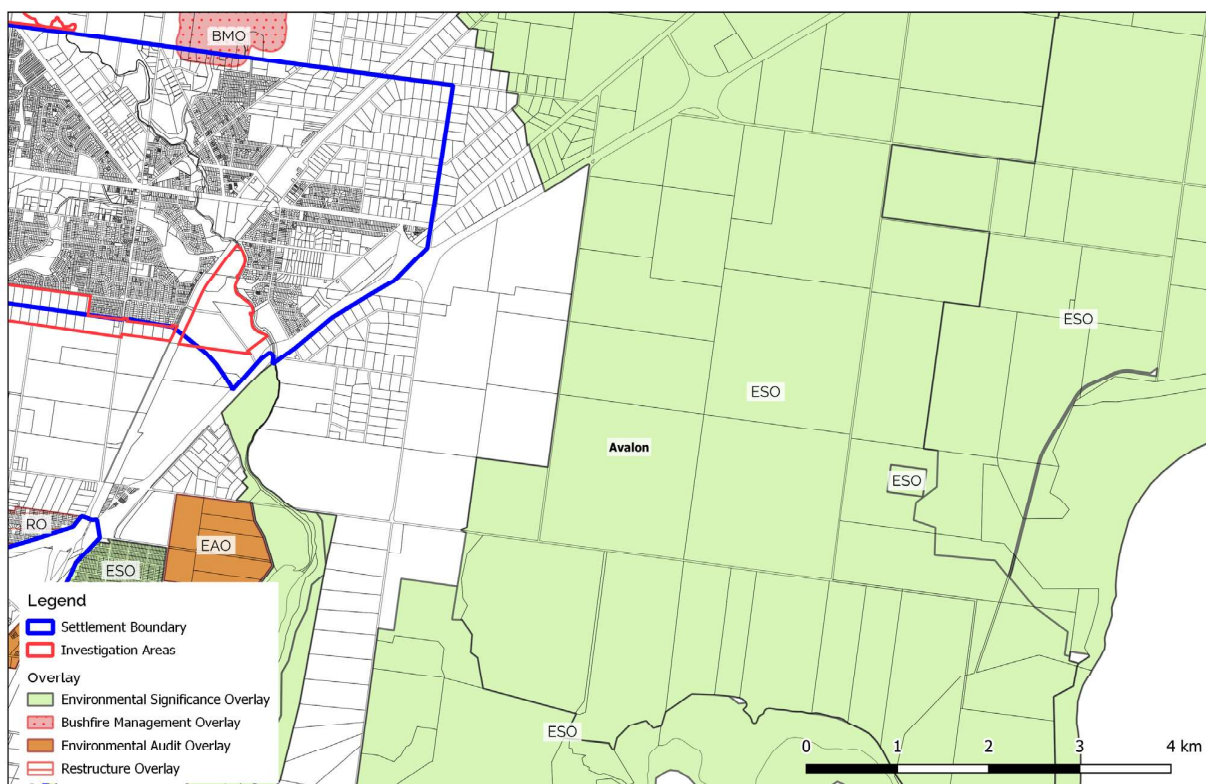


Figure 91. Avalon – Overlays Plan 1.

Geelong Growth Investigation Areas

Avalon - Overlays

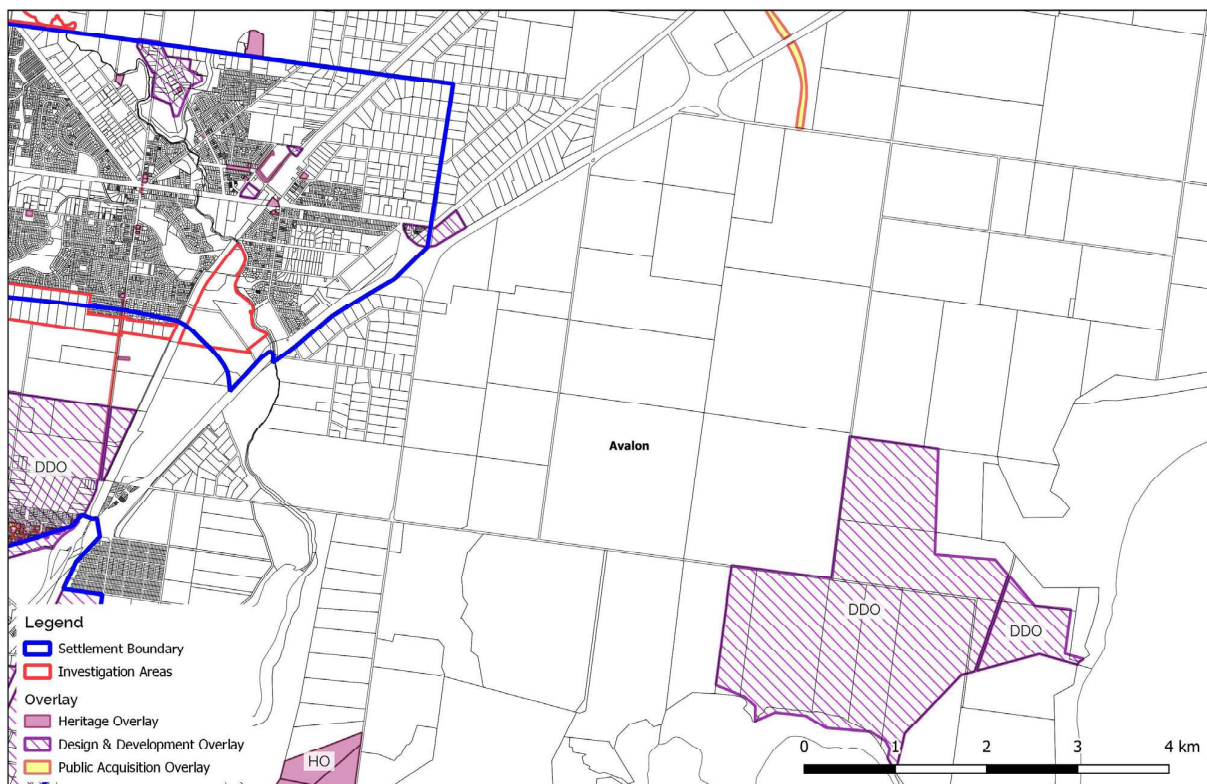


Figure 92. Avalon – Overlays Plan 2.

Geelong Growth Investigation Areas

Avalon - Overlays

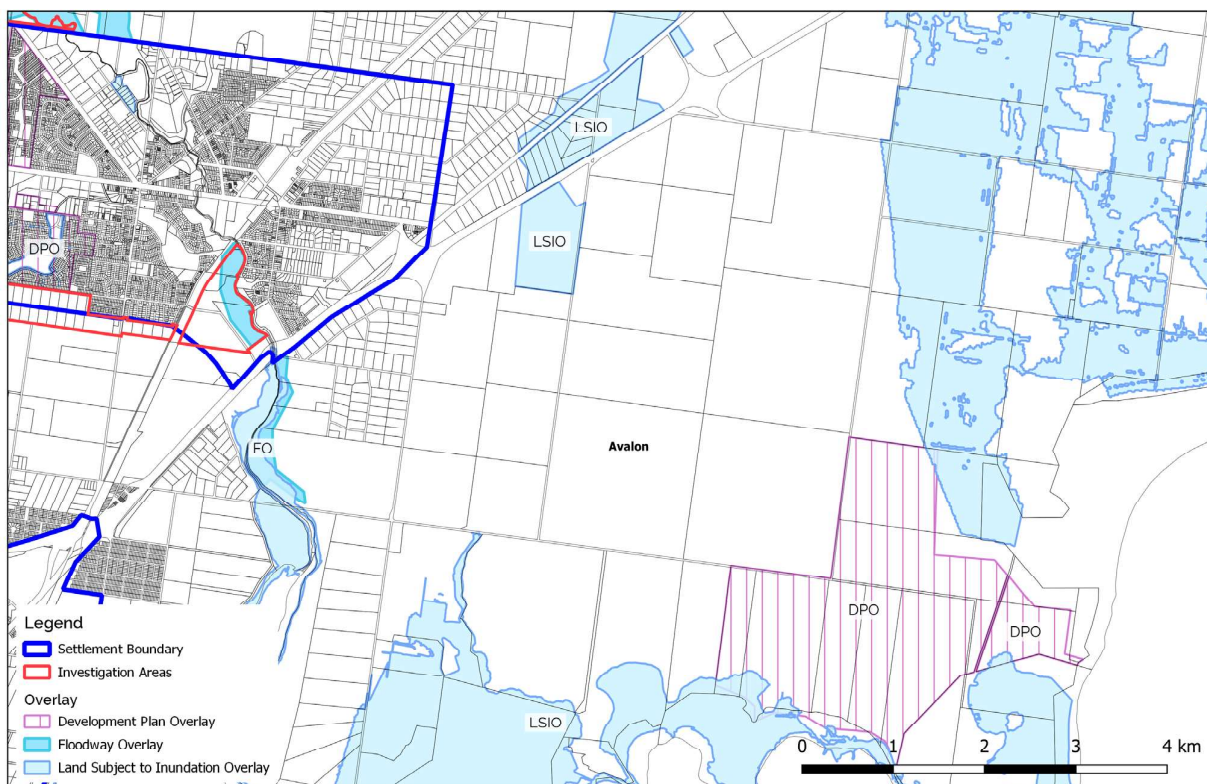


Figure 93. Avalon – Overlays Plan 3.

1.4 Investigation Area & Surrounds:

There are a variety of existing uses within the Avalon Area which require substantial separation distances from sensitive uses, and their presence provides a basis for ensuring that residential development does not establish in this area. These include the following:

- Avalon Airport
- Mountain View Quarry
- Western Treatment Plant
- Point Wilson Defence Base

Other land uses in this area include the Geelong Grammar School, Avalon College, the Spit Wildlife Reserve and the former Cheetham Saltworks.

1.4.1 Draft Avalon Corridor Strategy

The Draft Avalon Corridor Strategy has recently been completed for this area. This Strategy aims to provide clear strategic guidance regarding potential land use and development change within the Avalon Corridor.

Figure 94 shows the draft Framework Plan from this Strategy which indicates existing and potential future land uses in the Avalon region. This framework plan does not make provision for additional residential development within Avalon.



Figure 94. Avalon Corridor Strategy: Draft Report for Consultation, August 2021, prepared by Hansen Partnership.

2 - Assessment of Investigation Area Against Suitability Criteria

As Avalon does not contain any residentially zoned land which is within Geelong's existing settlement boundary, this location does not satisfy Principle 2 relating to the Long Term Boundary Review from the Greater Geelong Strategy.

The Long Term Boundary Review is a review of the Geelong settlement boundary in order to determine if there are locations where it is logical for the boundary to be amended to accommodate additional urban residential uses. The purpose of the review is not to determine if non-residential urban uses should be located within the settlement boundary or not.

The type of urban uses contemplated under the Avalon Strategy do not include urban residential uses, and these existing/proposed uses do not in themselves generate any requirement for the existing settlement boundary to extend into this area.

Notwithstanding, the following is a broad assessment of the Avalon area and the appropriateness of urban residential development in this location.

The land within the Avalon area is extremely segregated from adjoining urban residential development by the Princess Freeway. As a result of this there is limited links between this land and existing community services in adjoining areas and as such it is expected that substantial additional infrastructure would be required to support the creation of a new "neighbourhood" in this location.

Initial consultation with Barwon Water has identified the following:

- There is no existing sewer in Avalon to cater for additional residential development
- The area will need to be serviced eventually to facilitate the uses identified in the draft Avalon Strategy (when the scope is clarified). However, additional residential was never anticipated in this area from a servicing perspective.

Avalon serves the function of providing a physical separation and break in urban development between Melbourne and Geelong. This is supported by Geelong's Settlement Strategy and Clause 21.06-2 of the Geelong Planning Scheme which includes a strategy to "Maintain the non-urban breaks between Geelong and Melbourne (Wyndham)".¹ Plan Melbourne 2017-2050 further reinforces this by stating that the 'Avalon Corridor' should be preserved for state infrastructure opportunities but also to ensure a maintenance as a settlement break between Melbourne and Geelong.² Allowing for additional land to be brought into the settlement boundary in this location (for the purpose of future residential) would compromise this urban break which is currently being successfully preserved by the existing settlement boundary.

The draft Avalon Corridor Strategy anticipates a range of potential large-scale urban commercial/ industrial uses associated with the existing transport infrastructure in the area. Residential uses are largely incompatible with these activities.

Lastly, Avalon is affected by a complex array of land use zoning and overlays, which when viewed collectively do not lend themselves to supporting residential development. The combination of the existing uses and associated zoning as well as the Environmental Significance, Vegetation Protection, Flood and Land Subject to Inundation Overlays provide significant constraints that would make residential development inappropriate and in places unviable in this area.

¹ See Clause 21.06 Geelong Planning Scheme - https://planning-schemes.api.delwp.vic.gov.au/schemes/greatergeelong/ordinance/21_mss06_ggee.pdf?_ga=2.232223327.1378271083.1638783549-1127495322.1625462890

² Plan Melbourne 2017-2050, prepared by Department Environment, Land Water and Planning.