

TOWN PLANNING REPORT

Use of the land for an indoor recreation facility

235-255 Hamilton Highway, Fyansford

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17 June 2026

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File Name	Town Planning Report Use of the land for an indoor recreation facility
Prepared By	Context Planning Pty Ltd
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1

Application summary

Proposal	Use of the land for an indoor recreation facility
Location	235-255 Hamilton Highway, Fyansford
Applicant	Context Planning Pty Ltd PO Box 787 Torquay Vic 3228
Owner	255 Fyansford Pty Ltd
Zone	Industrial 1 Zone
Overlays	Design and Development Overlay – Schedule 20
Existing use	Vacant industrial building
Restrictions	Nil
Permit triggers	▪ Use of land

2 Introduction

This report supports an application for the use of the land for an indoor recreation facility, specifically, it is intended that the building will be used as an indoor golf simulator. Indoor golf simulators are technology-driven set ups that allow players to play virtual rounds of golf or practice their skills in a virtual driving range using real golf balls and golf clubs.

It is intended that the facility will include a self-serve model, with staffed and unstaffed times, allowing golf enthusiasts the flexibility to practice their game at a time that suits them.

There are no external changes proposed to the building and as there is an intention to provide for a small business identification sign, there is no need for planning approval for signage.

The site is zoned Industrial 1 Zone and is subject to Design and Development Overlay – Schedule 20 (DDO20). Adjoining roads are arterial roads zoned TRZ2.

We understand that a Planning Permit is required by the following clauses of the Greater Geelong Planning Scheme, but we also understand that Council will determine the permit triggers for this application:

- Clause 33.01 – Use land as a restricted recreation facility.

As the application provides a positive response to the Greater Geelong Planning Scheme and will contribute more broadly to a healthy and active community, we recommend the issue of a Planning Permit in support of the application.

2.1 Purpose of this Report

The purpose of the report is to:

- Explain the proposal.
- Provide a written response to the planning permit triggers and explain how the proposal meets the purpose statement and relevant decision guidelines identified in the Greater Geelong Planning Scheme.
- Identify and consider any relevant general or particular provisions.
- Provide an assessment of the proposal against the Municipal Planning Strategy (MPS) and Planning Policy Framework (PPF) as relevant to this application.

Considering the context of the site, the relevant planning controls and policies, the key planning considerations are:

- Is the application responsive to the zone?
- Is the application supported by the Municipal Planning Strategy and the Planning Policy Framework?
- Have car parking needs been met?
- Is an acceptable outcome achieved in relation to the issues required to be considered in Clause 65.01?

This report demonstrates that the proposal will provide for an acceptable planning outcome for the land, having regard to the direction of planning policy and the permit triggers.

We recommend that the application is supported through the issue of a Planning Permit.

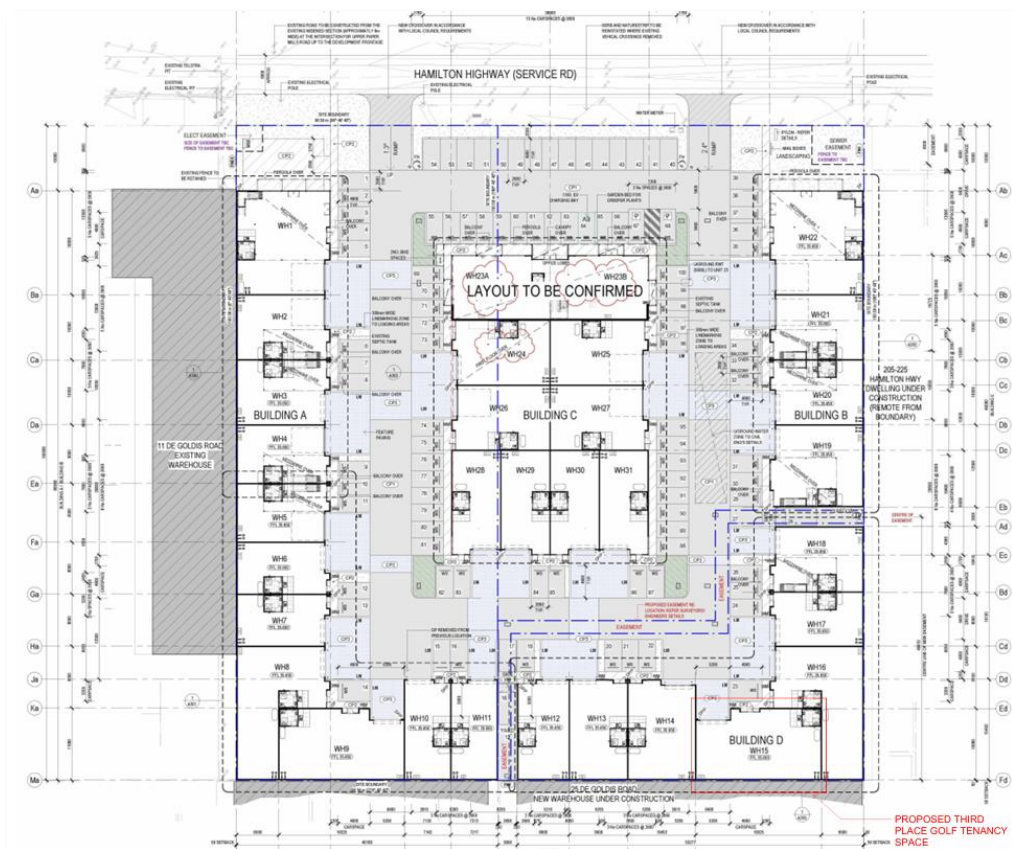
3 Site Analysis

3.1 Subject site

This application relates to Tenancy 9 which is located within a complex of buildings approved on the land at 235-255 Hamilton Highway, Fyansford. A total of 100 car parking spaces is provided on the land. Two vehicle access points are provided from the site onto the service road associated with the Hamilton Highway.

The overall site has a total area of 5,664 square metres.

Tenancy 9 is a small building with a floor area of 202 square metres, located to the southeast of the site, as seen in the image below. Our client's lease includes two car parking spaces and use of the shared car parking area located at the front of the site.



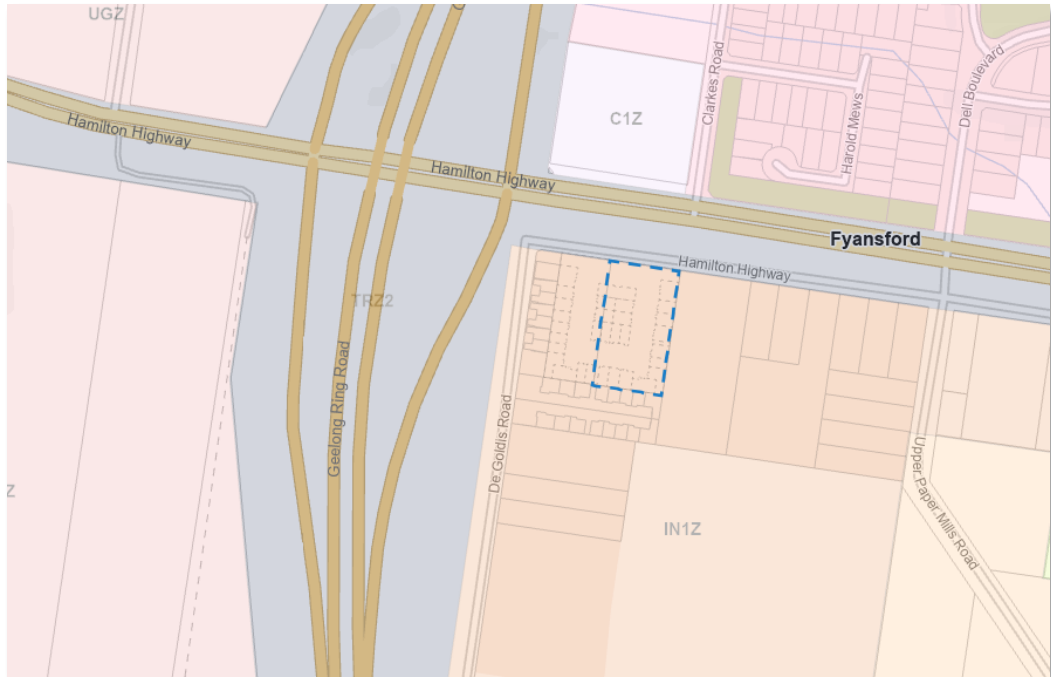
Subject site

It is our understanding that a range of tenants occupy the recently completed development, including a pilates studio/ gym.

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The site and surrounding area to the east, south and west are located in the Industrial 1 Zone. Land to the north of the Hamilton Highway is zoned and has been developed for residential purposes, while land on the corner of the Hamilton Highway and the Geelong Ring Road is zoned Commercial 1 Zone. Land on the western side of the Geelong Ring Road is associated with Fyansford's growth areas and is zoned Urban Growth Zone.



Site context

The Hamilton Highway and Geelong Ring Road are both arterial roads which are zoned Transport Zone – Schedule 2.

4 The Proposal

This application seeks approval for the use and development of an indoor recreation facility.

It is intended that the building will be used as an indoor golf simulator. Indoor golf simulators are technology-driven set ups that allow players to play virtual rounds of golf or practice their skills in a virtual driving range using real golf balls and golf clubs.

It is intended that the facility will operate with a self-serve component, with staffed and unstaffed times, allowing golf enthusiasts the flexibility to practice their game at a time that suits them. A maximum of two staff will be present on the site at any one time.

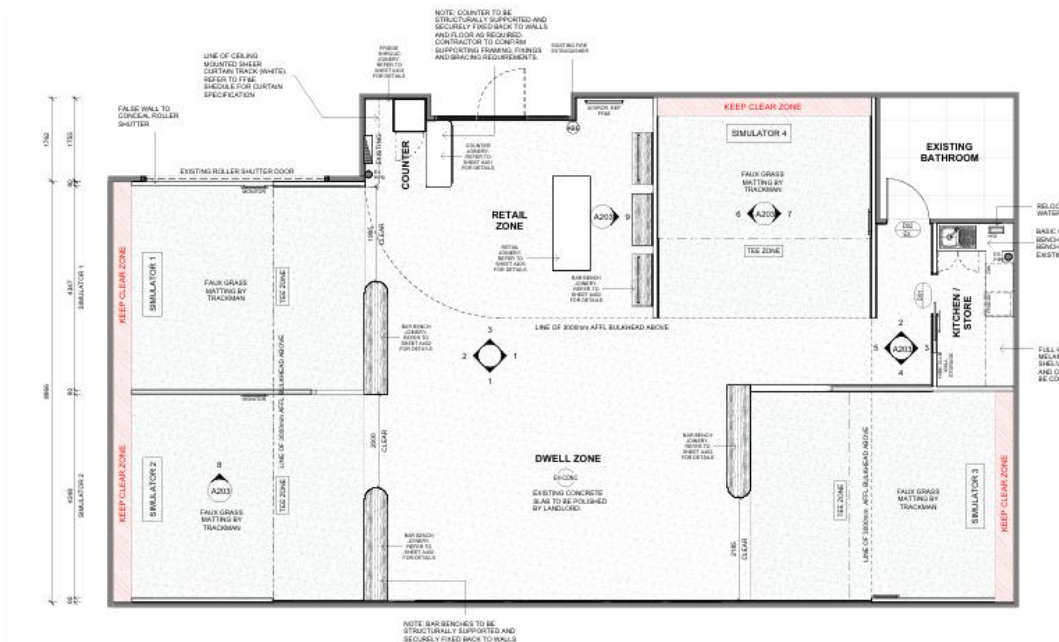
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Our client expects that the business will operate between 6am and 11pm, and the site is secured by a lockable gate, with access to the site not available after 11pm. Given the zoning of the site and the nature of the area, we do not expect that Council will need to condition the hours of operation for the use.

The building will be fitted out to provide for four golf simulators which are expected to typically provide for one to two patrons, but which have the ability to provide for up to four patrons, and the facility will provide for up to 20 patrons.

The internal fit out of the building can be seen in the image below.



Two dedicated car parking spaces are provided with the lease, with access also available to the shared car parking area located in the front section of the site.

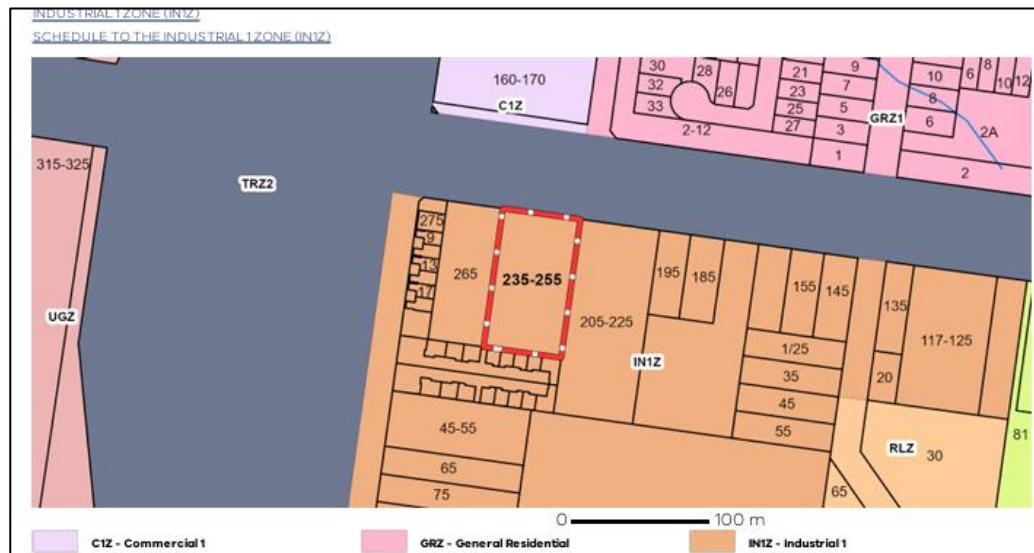
It is intended that signage will be provided with a 3 square metre sign about the roller door and a small 0.27 square metre sign above the pedestrian entrance door. As the premises will provide less than 8 square metres of business identification signage, we understand that a Planning Permit is not required.

5 Planning Controls

5.1 Industrial 1 Zone

The subject site is located within the Industrial 1 Zone. The purpose of the Industrial 1 Zone is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To 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.



Zone map

5.1.1 Response to the Industrial 1 Zone

Permit triggers

Under the Industrial 1 Zone a Planning Permit is required for this application by:

- Clause 33.01-1 – Use of land.

Response to the zone

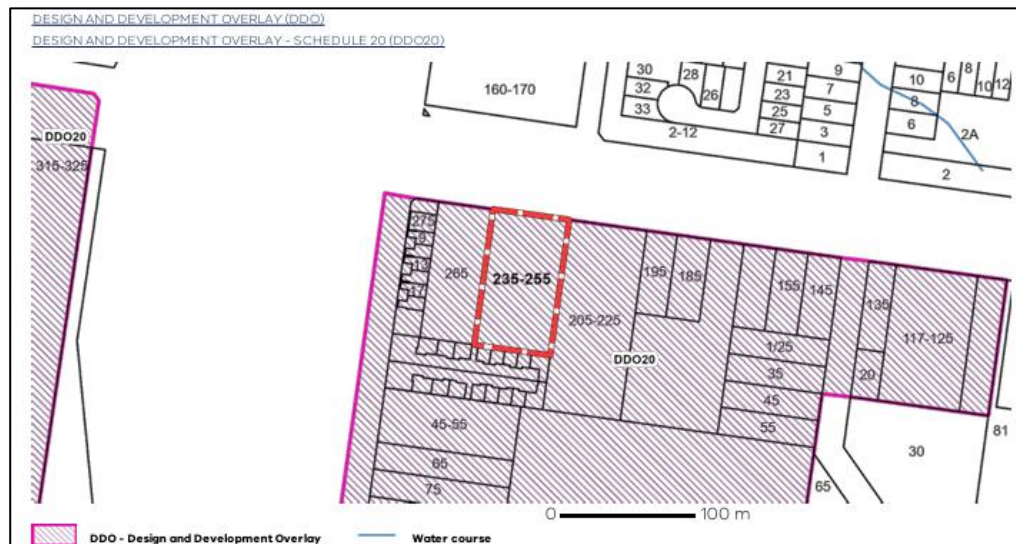
This proposal is aligned with the purpose of the zone and reflects the way in which modern industrial developments are used. A more detailed assessment can be found in Section 9 of this report.

5.2 Design and Development Overlay

The site is subject to the Design and Development Overlay – Schedule 20 (DDO20) as can be seen in the image below.

The design objectives of DDO20 are:

- To improve the visual appearance and image of industrial areas through well designed site responsive developments.
- To facilitate economic development through efficient and functional industrial development.
- To provide a high level of amenity for workers and visitors to industrial areas.
- To minimise the potential for negative off-site effects to occur.
- To promote best practise storm water quality and reuse measures.



Overlay

5.2.1 Response to DDO20

Permit Triggers

As there are no external buildings and works proposed, DDO20 is not relevant to the consideration of this application.

6 General and Particular Provisions

The general and particular provisions relevant to the consideration of this application are detailed below.

6.1 Clause 52.06 – Car parking

The purpose of Clause 52.06 is:

- *To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.*
- *To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.*
- *To support sustainable transport alternatives to the motor car.*
- *To promote the efficient use of car parking spaces through the consolidation of car parking facilities.*
- *To ensure that car parking does not adversely affect the amenity of the locality.*
- *To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.*

Clause 52.06-2 details that before:

- *a new use commences; or*
- *the floor area or site area of an existing use is increased; or*
- *an existing use is increased by the measure specified in Column C of Table 1 in Clause 52.06-5 for that use, the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay must be provided to the satisfaction of the responsible authority in one or more of the following ways:*
 - *on the land; or*
 - *in accordance with a permit issued under Clause 52.06-3; or*
 - *in accordance with a financial contribution requirement specified in a schedule to the Parking Overlay.*

A permit is required to:

- *Reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay.*

Table 1 does not specify a car parking requirement for an indoor recreation facility and therefore approval is not required to waive car parking for this land use. Car parking must be provided to the satisfaction of the Responsible Authority.

6.1.1

Response to Clause 52.06*Permit triggers*

Clause 52.06-6 specifies that *where a use of land is not specified in Table 1 or where a car parking requirement is not specified for the use in another provision of the planning scheme or in a schedule to the Parking Overlay, before a new use commences or the floor area or site area of an existing use is increased, car parking spaces must be provided to the satisfaction of the responsible authority.*

Clause 52.06-7 – Application requirements and decision guidelines for permit applications is not relevant to the consideration of this application.

Clause 52.06-8 – Requirement for a car parking plan applies to this application.

As no new car parking areas are proposed Clause 52.06-9 does not apply to this application.

Assessment

A detailed assessment of the application to satisfy Clause 52.06-6 is included in Section 9 of this report, confirming that there is adequate car parking available for the use, ensuring that the amenity of the locality is not adversely affected by car parking.

In relation to Clause 52.06-8 we advise that the application plans show site car parking, and there are no changes to the car parking layout which has previously been approved by Council.

6.2

Clause 52.29 – Land adjacent to the Principal Road Network

The purpose of Clause 52.29 is:

To ensure appropriate access to the Principal Road Network or land planned to form part of the Principal Road Network.

To ensure appropriate subdivision of land adjacent to Principal Road Network or land planned to form part of the Principal Road Network.

Clause 52.29-2 details that *a permit is required to:*

- *Create or alter access to:*
 - *A road in a Transport Zone 2.*
 - *Land in a Public Acquisition Overlay if a transport manager (other than a municipal council) is the acquiring authority and the acquisition is for the purpose of a road.*
- *Subdivide land adjacent to:*
 - *A road in a Transport Zone 2.*

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- *Land in a Public Acquisition Overlay if a transport manager (other than a municipal council) is the acquiring authority and the acquisition is for the purpose of a road.*

6.2.1 Response to Clause 52.29

Permit triggers

There is no requirement for a Planning Permit under Clause 52.29 as there are no changes to vehicle access points to the adjoining road network.

6.3 Clause 52.34 – Bicycle facilities

The purpose of Clause 52.34 is:

- *To encourage cycling as a mode of transport.*
- *To provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities.*

Clause 52.34-1 details that a new use must not commence or the floor area of an existing use must not be increased until the required bicycle facilities and associated signage has been provided on the land.

Where the floor area occupied by an existing use is increased, the requirement for bicycle facilities only applies to the increased floor area of the use.

A permit may be granted to vary, reduce or waive any requirement of Clause 52.34-5 and Clause 52.34-6.

6.3.1 Response to Clause 52.34

Permit triggers

An Indoor Recreation Facility is nested under Minor Sports and Recreation Facility. As there are less than four employees proposed, there is no requirement for bicycle parking for this application.

6.4 Clause 65.01 – Approval of an application or plan

The responsible authority must decide whether the proposal will produce acceptable outcomes in terms of the decision guidelines of this clause. To assist, Clause 65.01 details a number of decision guidelines for consideration, those relevant to the application include:

- *The matters set out in section 60 of the Act.*
- *The Municipal Planning Strategy and the Planning Policy Framework.*
- *The purpose of the zone, overlay or other provision.*
- *Any matter required to be considered in the zone, overlay or other provision.*
- *The orderly planning of the area.*
- *The effect on the environment, human health and amenity of the area.*
- *The impact the use or development will have on the current and future development and operation of the transport system.*

6.4.1 Response to Clause 65.01

Clause 65 – Decision Guidelines is focussed on ensuring an acceptable outcome is achieved for the land.

Our assessment of the application against Clause 65.01 in Section 9 of this report confirms that this application will result in an acceptable outcome for the site, and that the application is consistent with the relevant requirements of Clause 65.

7 Public notification

Many planning permit triggers in Victoria's planning schemes include exemptions from third party notice and review rights, meaning those permit triggers do not need to be notified and third parties do not have the right to appeal the decision. It is important to note that the following elements of this application are exempt from notice and review:

- Provision of car parking for the use, as a Planning Permit is not triggered under Clause 52.06-3.
Clause 52.06-6 specifies that car parking must be provided to the satisfaction of the Responsible Authority.

We highlight this for information during any public notification process to ensure an awareness that objections cannot be considered where they relate to the exemptions from notice identified above. Any objections lodged in relation to these issues have no standing.

The Planning and Environment Act 1987 requires Council to consider all objections which it has received, before making its decision. However, where the Act or the Planning Scheme does not require notice, Council is not required to consider an objection received on that matter.

8 Municipal Planning Strategy and Planning Policy Framework

8.1 Municipal Planning Strategy (MPS)

The most relevant sections of the MPS are included below.

Clause 01.02 – The People's Panel vision for Victoria

By 2050 Victoria will be a vibrant, accessible and connected community, valued for its diverse cultures, sustainable environmental practices and respect for the First Peoples of Victoria.

Clause 02.01 – Context

The City of Greater Geelong is Victoria's largest regional municipality. Located 75 kilometres south west of Melbourne, the municipality covers an area of 1247 square kilometres comprising suburban, coastal, and country areas. Greater Geelong is bounded by the Moorabool Shire in the north, Wyndham City Council and the Borough of

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Queenscliffe in the east, Surf Coast Shire and Golden Plains Shire in the west, and Bass Strait to the south.

Geelong is the largest regional city in Victoria and the primary service and employment hub for the G21 Geelong Region Alliance.

Clause 02.02 – Vision

Council's overarching vision for Greater Geelong is:

Geelong, coast, country and suburbs, is the best place to live through prosperity and cohesive communities in an exceptional environment.

Clause 02.03-1 – Settlement

Geelong is expected to grow by an additional 152,000 people by 2036 based on an average annual growth rate of 2.5 per cent. This growth will create demand for over 73,400 additional dwellings which can be met under the City's identified planned growth. While the City is keen to take advantage of Geelong's proximity to Melbourne it is important to the community that the unique identity and character of the municipality is retained.

8.2

Planning Policy Framework

The most relevant sections of the Planning Policy Framework (PPF) are included below

Clause 11.01-1S Settlement

Objective

To facilitate the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements.

Clause 15.01-4S Healthy neighbourhoods

Objective

To achieve neighbourhoods that foster healthy and active living and community wellbeing.

Clause 17 Economic development

Planning is to provide for a strong and innovative economy, where all sectors are critical to economic prosperity.

Planning is to contribute to the economic wellbeing of the state and foster economic growth by providing land, facilitating decisions and resolving land use conflicts, so that each region may build on its strengths and achieve its economic potential.

17.01-1S Diversified economy

Objective

To strengthen and diversify the economy.

Clause 17.02-1S Business

Objective

To encourage development that meets the community's needs for retail, entertainment, office and other commercial services.

Clause 17.03-2L Sustainable industry in Greater Geelong**Strategies**

Facilitate well designed and serviced industrial development that provides a high level of amenity for workers and visitors.

8.2.1**Response to planning policy**

Our assessment in Section 9 of this report demonstrates that this application is supported by the MPS and PPF and will provide a well located, small recreational opportunity within a building which has been designed to accommodate a range of uses, adding to the range of recreational opportunities available to the broader community. This directly aligns with the People's Panel vision for Victoria in Clause 01.02.

We confirm that this application will assist Council in achieving its overarching vision for Greater Geelong, outlined in Clause 02.02 which sees Greater Geelong as the best place to live through prosperity and cohesive communities in an exceptional environment.

9 Key planning considerations

To assist Council in its assessment of this application, we have identified and responded to the following key planning considerations:

- Is the application responsive to the zone?
- Is the application supported by the Municipal Planning Strategy and the Planning Policy Framework?
- Have car parking needs been met?
- Is an acceptable outcome achieved in relation to the issues required to be considered in Clause 65.01?

9.1 Is the application responsive to the zone?

This application **is consistent with the purpose of the Industrial 1 Zone** as it:

- implements the Municipal Planning Strategy and the Planning Policy Framework, as detailed in Section 8.2 of this report.
- provides for a complementary recreational land use which does not result in the loss of productive industrial land, and which will not impact on the safety of local communities.

Locating an indoor recreational facility on the land is an acceptable outcome and is consistent with other approvals of recreational facilities in the municipality, including gyms, pilates studios, and indoor sporting facilities which are often located in industrial estates.

The indoor recreational facility will complement the surrounding employment land, providing an opportunity to undertake a convenient recreational activity and assisting in improving the amenity available for workers. It is also conveniently located proximal to Fyansford's residential areas, which are located just to the north-east of the site, providing additional recreational opportunities for this community.

The indoor recreational facility is a quiet land use, contained within the confines of the existing building, and can operate without compromising the residential amenity of Fyansford's residential areas which are located on the opposite side of the Hamilton Highway.

It is not expected that the traffic generated by the use will have any impact on the arterial road network abutting the site, noting that both adjoining roads are designed to provide for high levels of vehicle traffic. It is understood that in approving the development of the

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land with buildings which could be used for a range of land uses, including industrial and warehousing type uses, Council expected that there would be a reasonable amount of traffic generated by the site.

It is demonstrated that **the land use is supported by the zone** and consistent with the decision guidelines of Clause 33.01-2.

9.2 Have car parking needs been met?

As has been noted, car parking is required to be provided to the satisfaction of the Responsible Authority. This means that a car parking demand assessment is not required and the decision guidelines within Clause 52.06-7 are not relevant to the consideration of this application.

We have reviewed PPN 22 | Using the Car Parking Provisions and its direction in relation to requirements for unspecified uses where it is stated that Council may determine the adequacy of parking based on:

- Policies.
- Surveys.
- Floor area *similarities of nature and scale between the proposed and existing uses enable the responsible authority to benchmark an appropriate rate.
- Operational characteristics.
- Locational characteristics.

We respond to these issues below, as there are no decision guidelines within Clause 52.06-6.

Policies

There are no car parking provision related policies in the Greater Geelong Planning Scheme relevant to this application.

Surveys

No car parking surveys have been undertaken. We highlight that the site has recently been redeveloped and many tenancies are vacant. We also note that key parking demands for the site will likely be within business hours, which is different to the peak times for the golf simulator.

Floor area and operational characteristics

We have reviewed recent VCAT decisions for indoor recreational facilities and note that decisions have often been based on the place of assembly car parking rate of 0.3 spaces per patron.

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This application is provided with two car parking spaces as part of its lease, allowing staff to park outside Tenancy 9. It is likely that staff will be present on the site between 9am and 8pm Monday to Wednesday, 9am until 11pm Thursday to Saturday, and 10am until 3pm on a Sunday. The business will be open outside of these hours, allowing swipe card access to the facility, and outside of staffed hours, the two car parking spaces will be available for customers to use.

Our client seeks to accommodate a maximum of 20 patrons within the facility, which results in a car parking requirement of 6 car parking spaces if the place of assembly rate is adopted. With two car parking spaces provided as part of the lease, four additional car parking spaces will be required outside of the leased area.

The front section of the site is available for shared car parking for the land, and the four car parking spaces can be easily accommodated in this area.

We note that the golf simulator will rarely be at maximum capacity during standard business hours, as peak demand will typically be outside of business hours. These periods of peak demand do not coincide with periods of peak demand for warehousing and similar business-related uses, meaning that car parking demand within the site as a whole is likely to be lower at the times when car parking demand for the indoor recreation facility is at its highest. Given this, there is adequate car parking available on the site for the land use.

We highlight that users of the indoor recreation facility will generally attend the facility as a single player, or in a group of two. This means that the use will attract a very low level of parking demand during most operating hours, with only four golf simulators provided in the premises. Our client expects that there could be larger groups on a Friday night, or on the weekend, but generally expects that single players will use the facilities. As has been noted previously, by having peak times of demand in the evening, or on weekend, the peak car parking demands of the use will not crossover with standard business hours when peak car parking demands for the premises would be expected.

Locational characteristics

The locational characteristics of the site are relevant in that the site and surrounding area is located in an Industrial 1 Zone. While there are residential properties located on the opposite side of the Hamilton Highway, these properties have an internal focus and are separated from the highway by landscaped areas, with all dwellings having their address to the internal road network, rather than the Hamilton Highway. It is also noted that there are no car parking areas available on the Hamilton Highway adjacent to the residentially zoned properties, such that in the event that car parking was sought outside of the site, there is no ability to park along the northern side of the Hamilton Highway and have an impact on residential amenity.

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Instead, the industrial zoned land on Hamilton Highway is accessed via a service road arrangement which provides opportunities for car parking in the road reserve area. These car parking areas are at almost zero demand and can accommodate any overflow car parking from the site. The wide frontage of the site has the potential to accommodate a number of car parking spaces, as does the wide service road environment area.

The planning system is focussed on managing land use conflicts and amenity impacts, and we submit that in the unlikely event that the car parking provided on the site did not provide for the small car parking needs of the use, additional car parking areas within the service road area can be used without compromising amenity.

It is demonstrated that this application **is consistent with the purpose of Clause 52.06** and will provide for an appropriate number of car parking spaces having regard for the likely demand to be created, the activities on the land, and the nature of the locality. Importantly, car parking demand will not adversely affect the amenity of the locality.

9.3 Is the application supported by the Municipal Planning Strategy and Planning Policy Framework?

This application will provide for a recreational opportunity on the land, and this will assist in providing for the health and wellbeing of those employed in the surrounding industrial estate and those living in Fyansford's residential areas directly to the north-east of the site. Ultimately the facility will assist in meeting the recreational demands of the growing community identified in Clause 02.03-1. The projected growth of 152,000 people by 2036 comes with an increased demand for a range of recreational opportunities.

The small indoor recreation facility will provide for local employment and assist in providing for a strong and diverse local economy, as encouraged by Clause 17 – Economic Development and Clause 17.01-1S – Diversified Economy. Importantly, the golf simulator will assist in providing for the community's recreational and entertainment needs as detailed in the objective of Clause 17.02-1S – Business.

Council has identified the importance of industry to the economy, and the importance of retaining industrial land for industrial purposes. However, we highlight the modern function of industrial areas which, throughout the municipality, accommodate a range of land uses which are not able to be accommodated in other zones, including gyms, exercise studios, indoor sports facilities such as tennis courts, volleyball courts, soccer fields, dance studios and the like.

We understand that Council considers its industrial land supply based on the way in which industrial land is used throughout the municipality and highlight that the approved development has clearly been designed to accommodate a range of land uses within the small sized buildings, with large windows, and pleasant internal amenity which have been approved. Given this, we do not expect that the approval of this small indoor recreational

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facility will impact on the ability for industrial land uses to be accommodated in the municipality, nor will it compromise the operation of any industries which require significant buffers, which is consistent with Clause 17.03-2L.

The approval of this restricted recreation facility will assist Council in its strategy to facilitate well designed and serviced industrial developments that provide a high degree of amenity for workers and visitors, as detailed in Clause 17.03-2L. This indoor recreation facility will provide an important recreational and social opportunity for those employed in surrounding industrial areas, improving the amenity of this employment land.

It is demonstrated that this application **is supported** by the Municipal Planning Strategy and the Planning Policy Framework.

9.4 Is an acceptable outcome achieved in relation to the issues required to be considered in Clause 65.01?

The approval of this application will ensure that the objectives of planning in Victoria are met, with this application providing for an orderly development of land which assists in providing for a pleasant and safe living and working environment for Victorians consistent with Section 4(1)(c) of the *Planning and Environment Act 1987*.

The Municipal Planning Strategy and the Planning Policy Framework

This has been addressed in Section 8.3 of this report.

The purpose of the zone, overlay or other provision

Any matter required to be considered in the zone, overlay or other provision.

This has been addressed in Sections 8.1 and 8.2 of this report.

The orderly planning of the area

An orderly planning outcome is achieved, and this application assists Council in achieving its stated intention for high amenity industrial areas.

The impact the use or development will have on the current and future development and operation of the transport system

As detailed earlier in this submission, it is not expected that the traffic generated by the use will have any impact on the arterial road network abutting the site, noting that the site has abutments to two arterial roads. It is expected that with a maximum patron capacity of 20 patrons, traffic generated by the land use will not be discernible in this arterial road environment.

10 Aboriginal Heritage

The *Aboriginal Heritage Regulations, 2007* which specify the circumstances in which a Cultural Heritage Management Plan (CHMP) is required for an activity or class of activity. Part 2 - Division 2 of the *Aboriginal Heritage Regulations 2007* specifies exempt activities which do not require a Cultural Heritage Management Plan.

A CHMP is not required for this application, as the site is not located within an area of Aboriginal cultural heritage significance.

11 Conclusion

This report demonstrates that an appropriate response to the requirements of the Greater Geelong Planning Scheme is achieved, confirming:

- The application is supported by the MPS and PPF.
- The application is responsive to the zone provisions.
- Adequate car parking is provided to ensure that the amenity of the area is not impacted by car parking.
- The indoor recreational facility will assist Council in achieving its stated intention for high amenity industrial areas, while also providing important recreational, business and employment opportunities for the broader community, including Fyansford's residential communities which are located directly to the north east of the site.
- An acceptable outcome is achieved.

We recommend that a Planning Permit is issued in support of the proposal.