City of Greater Geelong, Statutory Planning - Date Received 10/07/2026

Planning Report

Tract



Planning Permit Application
455 Melbourne Road, Norlane

Prepared for CubePilot

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Acknowledgement of Country

We pay our respects to the Traditional Custodians of Country throughout Australia, their Elders and ancestors, recognising their rich heritage and enduring connection to Country and acknowledging the ongoing sovereignty of all Aboriginal and Torres Strait Islander Nations.

We recognise the profound connection to land, waters, sky and community of the First Nations peoples, with continuing cultures that are among the oldest in human history. We recognise that they are skilled land shapers and place makers, with a deep and rich knowledge of this land which they have cared for, protected and balanced for millennia.

Our Country, 2022
88 x 119 cm Acrylic on canvas
Original artwork by
Alfred Carter
Gunaikurnai

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Overview

Applicant / Owner	CubePilot Global
Address	455 Melbourne Road (Factory 14), Norlane
Lot Description	Lot 1 on Plan of Subdivision 840132W
Lot Size	32.65 ha
Planning Scheme	*Greater Geelong Planning Scheme*
Responsible Authority	City of Greater Geelong

Permit Application Details

Description of Proposal	Buildings and works associated with a Helicopter Land Site at the Site.	
Permit Requirement(s)	Clause 33.02-4	To construct a building or construct or carry out works (IN2Z)
	Clause 43.02-2	To construct a building or construct or carry out works (DDO20)
	Clause 52.15-1	To increase the number of flights within a 30-day period

Relevant Planning Provisions

Zone	Industrial 2 Zone (IN2Z)
Overlays	Design and Development Overlay, Schedule 20 (DDO20) Heritage Overlay, Schedule 1717 (HO1717)
Particular Provisions	Clause 52.15 - Helicopter & Helicopter Landing Site.
Aboriginal Cultural Heritage	The Site is partially located within an area of cultural heritage sensitivity.

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Planning Report

Planning Permit Application
Wadawurrung Country
455 Melbourne Road, Norlane

Project Number

326-0216-00-P-02

Revisions

No.	Date	Description	Prepared By	Reviewed By	Project Principal
01	08/07/2026	Planning Report	PM/ NJ	CW	NC

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1 Introduction

This report has been prepared by Tract for **CubePilot** to accompany a planning permit application for a Helicopter Landing Site at 455 Melbourne Road (Factory 14), Norlane ('the Site').

Specifically, a planning permit is required under the following provisions of the *Greater Geelong Planning Scheme*:

- Clause 33.02-1 - a permit is required for the use of a Helicopter Landing Site (Section 2 – Permit Required Use).
- Clause 33.02-4 – to construct a building or construct or carry out works (IN2Z).
- Clause 43.02-2 - to construct a building or construct or carry out works (DDO20).
- Clause 52.15-1 – to increase the number of flights within a 30-day period.

It is submitted that the proposal has a high level of compliance with the relevant planning policies and should be supported by Council.

1.1 Limitations

The report has considered the following documentation:

- Greater Geelong Planning Scheme
- The Certificate of Title for the Site (dated 2 June 2026)
- Location and Site Plan, prepared by Tract (dated 22 June 2026)
- Information supplied by Cube Pilot in relation to the operations of the helicopter landing site

1.2 Report Structure

This report provides a review of the Site and surrounding context (Section 2), details the proposal (Section 3), identifies relevant planning policy and provisions (Section 4 and Section 5), and assesses the proposal against this framework (Section 6) before concluding (Section 7).

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2 Site & Surrounds

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2.1 Site Description

The Site is located at 455 Melbourne Road (Factory 14) Norlane. The Site is an irregular shape, with street interfaces of 472.5m to North Shore Road and 644.8m to Princes Highway, resulting in a total site area of approximately 32.65 hectares (Figure 1 below). The proposed works will take up approximately 3000 sqm of the Site.

The Site presents a relatively flat topography with an average slope of approximately 1.6%, resulting in a fall of approximately 9m from the northern boundary to the western boundary of the Site. There is some vegetation on the southern boundary of the Site including scattered trees. The proposed works will not impact any vegetation.

CubePilot Global, a manufacturing business, is currently leasing approximately 10,000 sqm of the Site. CubePilot Global produces autopilot systems, navigation modules, controllers and accessories. CubePilot presently undertakes controlled helicopter flights from the Site, albeit at a low frequency.

Main vehicle access is provided via North Shore Road to the north and Princes Highway to the west.

Refer to **Error! Reference source not found.** – Site Aerial Map, the proposed works area is outlined in blue.



Figure 1 - Site Aerial Map (Source: OneMap)

2.1.1 Title Particulars

The Site is formally identified as Lot 1 on Plan of Subdivision 840132W.

The table below outlines the parcel of land that makes up the Site and details any relevant restrictive covenants, easements or agreements, as well as ownership.

The Site is impacted by a number of easements. The proposed works will not impact any of the easements. Refer to the Plan of Subdivision at Figure 2 for further details.

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Address	Formal Identification	Restriction	Ownership
455 Melbourne Road (Factory 14), Norlane	Lot 1 on Plan of Subdivision 840132W	Covenant (AT 855824U 11/12/2020) Notice Section 54(1) Heritage Act 2017 (AT320101X 09/06/2020) Agreement Section 173 Planning and Environment Act 2017 (AT728557C 28/10/2020).	Fortek (Princes) Pty Ltd of 16A Keilor Park Drive East Keilor VIC 3033.

Agreement under Section 173 of the Planning and Environment Act 1987 (AT728557C)

The agreement relates to drainage obligations. The agreement is between Greater Geelong City Council and Ford Motor Company Australia. The owner of the land agrees to maintain the stormwater drainage system in perpetuity and to design and reconstruct the stormwater drainage system such that stormwater runoff mees the current best practice performance objectives for stormwater quality.

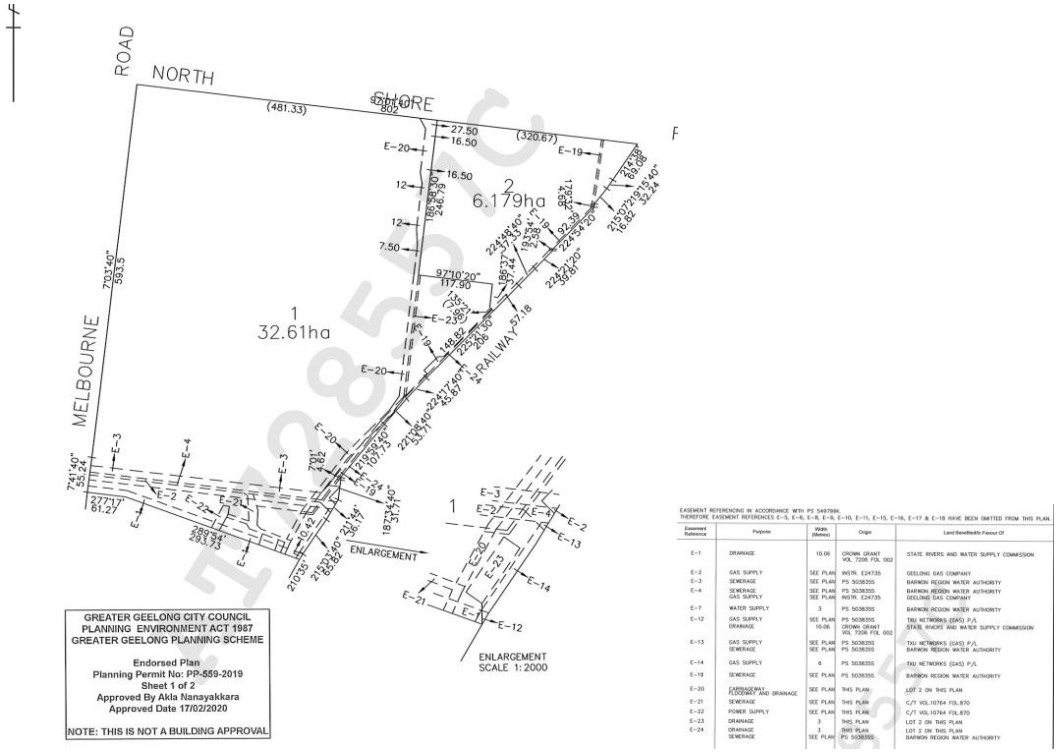


Figure 2 - Plan of Subdivision

Notice Section 54(1) Heritage Act 2017 (AT320101X 09/06/2020)

Notice Section 54(1) Heritage Act 2017 indicates that Heritage Victoria has formally recorded that the land is subject to a heritage control or determination under the Heritage Act 2017 (Vic).

The Ford Motor Company Complex is therefore available on the Heritage Vitoria database in accordance with the Heritage Act 2017. [1]

[1] *https://vhd.heritagecouncil.vic.gov.au/places/12548*

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Covenant (AT 855824U 11/12/2020)

The covenant (AT855824U, AT728557C) is associated with the transfer of land from Ford Motor Company of Australia to Fortek (Princes) Pty Ltd for the development of the Fortek Business Park.

2.2 Context

The Site is located within the City of Greater Geelong and is approximately 4.2 kilometres north of the Geelong CBD. The surrounding area can be characterised as mixed use in nature with surrounding land being used for commercial, industrial and residential purposes. The North Shore train station is located approximately 400 north east of the Site, providing access to the Melbourne and Geelong CBD.

The Site has the following key interfaces:

- **North –** North Shore Road is located to the north of the Site. Lower density residential areas are located further north and are within the General Residential Zone.
- **East –** The Geelong Train Line is located to the east of the Site, providing access to Melbourne and Greater Geelong. Further east is the Spirit of Tasmania Geelong Terminal.
- **South –** Cowies Creek is located to the south of the Site. Further south, land is located within the Industrial 2 Zone.
- **West –** West of the Site is Princes Highway, an arterial road with separated east and westbound carriageways. Further west, land is used for commercial purposes and Seagull Paddock Dog Park.

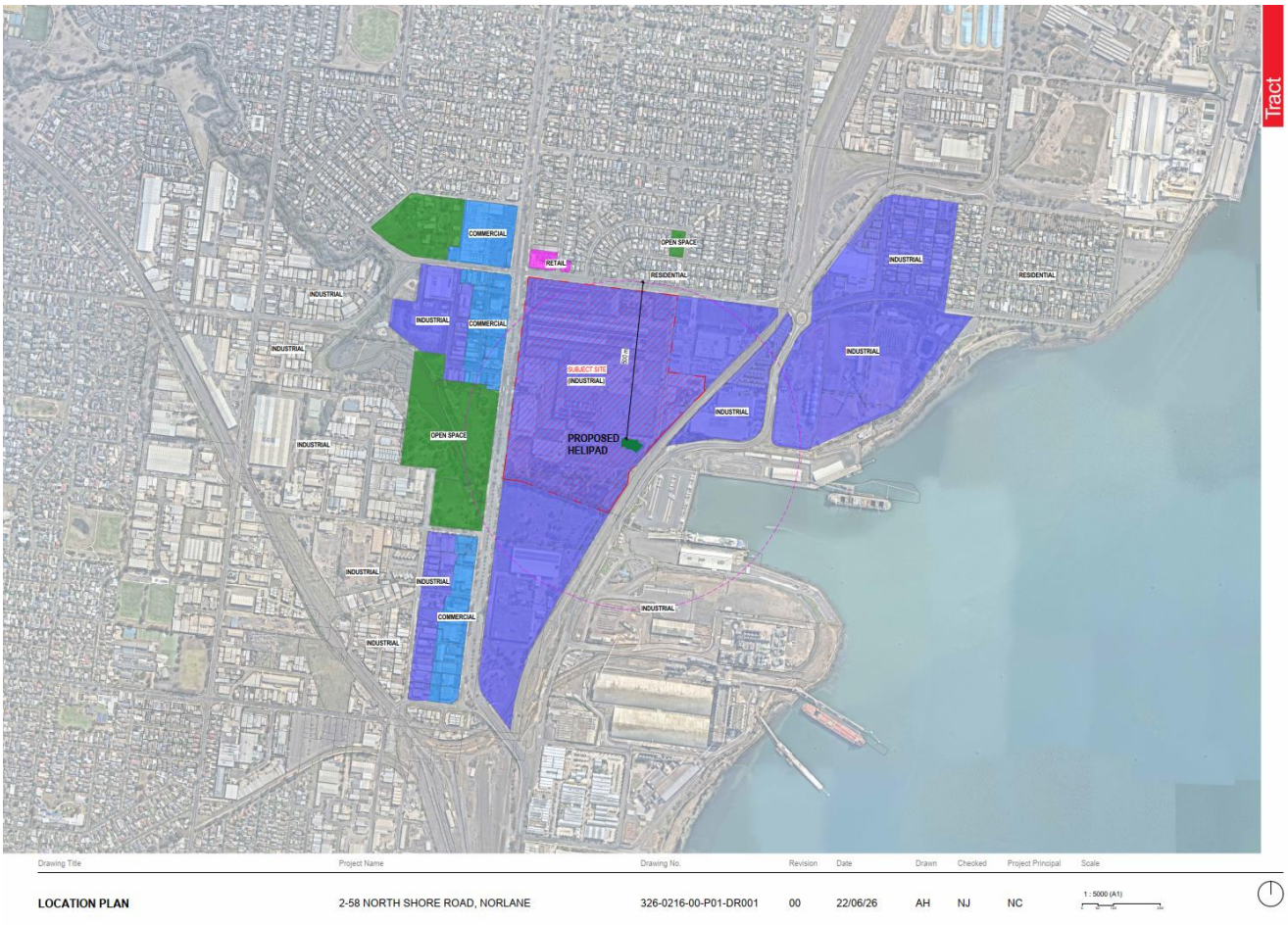


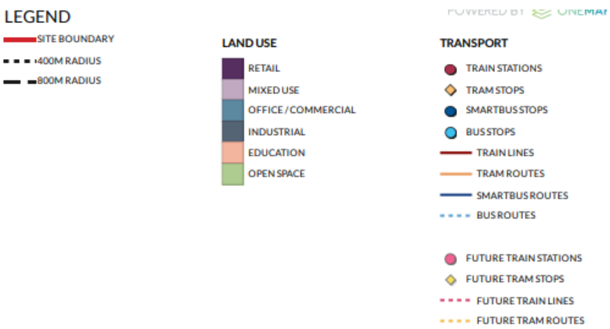
Figure 3 - Location Plan (Source: Tract)

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Figure 4 - Site Context Map (Source: OneMap)



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3 Proposal

3.1 Overview

It is proposed to continue to use the Site as a 'Helicopter Landing Site' (operating as a ground level helipad).

A Helicopter Landing Site is defined at Clause 73.03 (Land Use Terms) as '*Land used for the take-off and landing of a helicopter, with or without a permanent landing pad, but without permanent facilities for the assembly and distribution of goods or passengers.*'

CubePilot currently undertakes flight operations from the Site at a relatively low frequency that remains well below the threshold specified under Clause 52.15. At present, approximately 8 flights are conducted per month. CubePilot is seeking approval to increase this activity to an estimated 12 flights (24 movements) per day, subject to operational factors such as demand and weather conditions.

Despite this proposed increase, the frequency of flights would continue to remain modest and within acceptable limits, reflecting the intermittent and controlled nature of the operations.

Located toward the southern end of the facility, the helipad is proposed to occupy a small patch of vacant land.

Element	**Detail**
Land Use	Helicopter Landing Site
Hours of Operation	Monday – Friday: 7am – 9pm
Proposed floor area	Approximately 3,000 sqm

Buildings and Works

Works required to accommodate the ground level pad include the addition of a permanent windsock, resurfacing the Site and associated line markings.

3.2 Planning Permit Trigger

A planning permit is required under the following provisions of the Planning Scheme:

- Clause 33.02-1, a permit is required for the use of a Helicopter Landing Site (Section 2 – Permit Required Use).
- Clause 33.02-4 – to construct a building or construct or carry out works (IN2Z).
- Clause 43.02-2 - to construct a building or construct or carry out works (DDO20).
- Clause 52.15-1 – to increase the number of flights within a 30-day period.

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Figure 5 - Site Plan (Source: Tract)

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4 Planning Controls & Particular Provisions

The Site is located within the City of Greater Geelong and is subject to the provisions and controls of the Greater Geelong Planning Scheme (the Scheme). This section details the relevant zone and overlays controls, state and local policies and particular provisions.

The Site is located within the Industrial 2 Zone (IN2Z) and is affected by the following overlays:

- Design and Development Overlay, Schedule 20 (DDO20)
- Heritage Overlay, Schedule 1717 (HO1717)

4.1 Zoning

4.1.1 Industrial 2 Zone (IN2Z)

The purpose of the IN2Z includes:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To provide for manufacturing industry, the storage and distribution of goods and associated facilities in a manner which does not affect the safety and amenity of local communities.*
- *To promote manufacturing industries and storage facilities that require a substantial threshold distance within the core of the zone.*
- *To keep the core of the zone free of uses which are suitable for location elsewhere so as to be available for manufacturing industries and storage facilities that require a substantial threshold distance as the need for these arises.*

Use of the Land

Pursuant to Clause 33.02-1, a permit is required for the use of a Helicopter Landing Site (Section 2 – Permit Required Use).

Buildings and Works

Pursuant to Clause 33.02-4, a planning permit is required to construct or carry out works.

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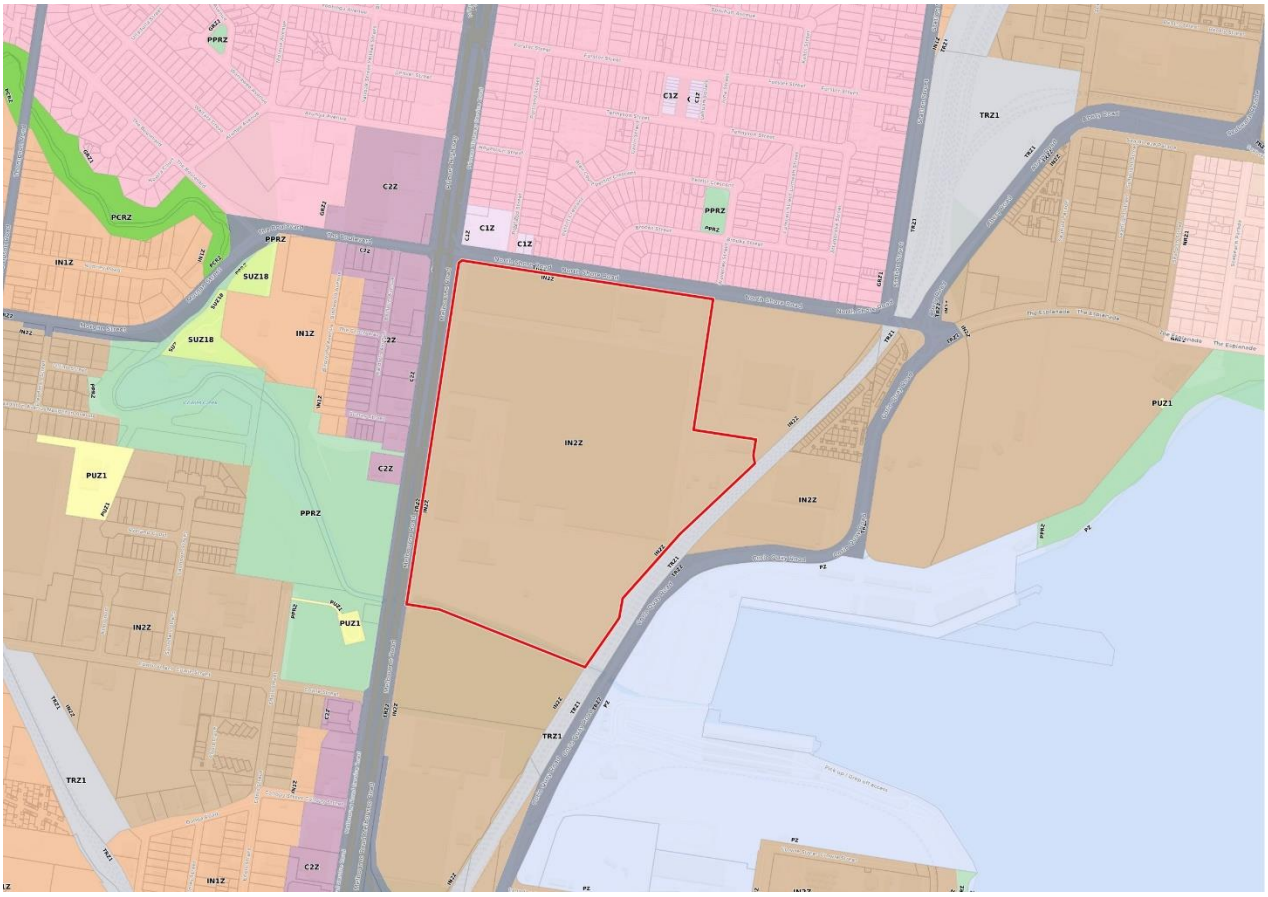


Figure 6 - Zone Plan (Source: One Map)

4.2 Overlays

4.2.1 Design and Development Overlay – Schedule 20 (DDO20)

The Site is subject to the provisions of the Design and Development Overlay – Schedule 20 (DDO20).

The purpose of the DDO includes:

- *To identify areas which are affected by specific requirements relating to the design and built form of new development.*

Schedule 20 applies to land within Industrial 1, 2 and 3 Zones within Greater Geelong which seeks to achieve the following design objectives:

- *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.*

A planning permit is required to construct a building or construct or carry out works in accordance with Clause 43.02-2.

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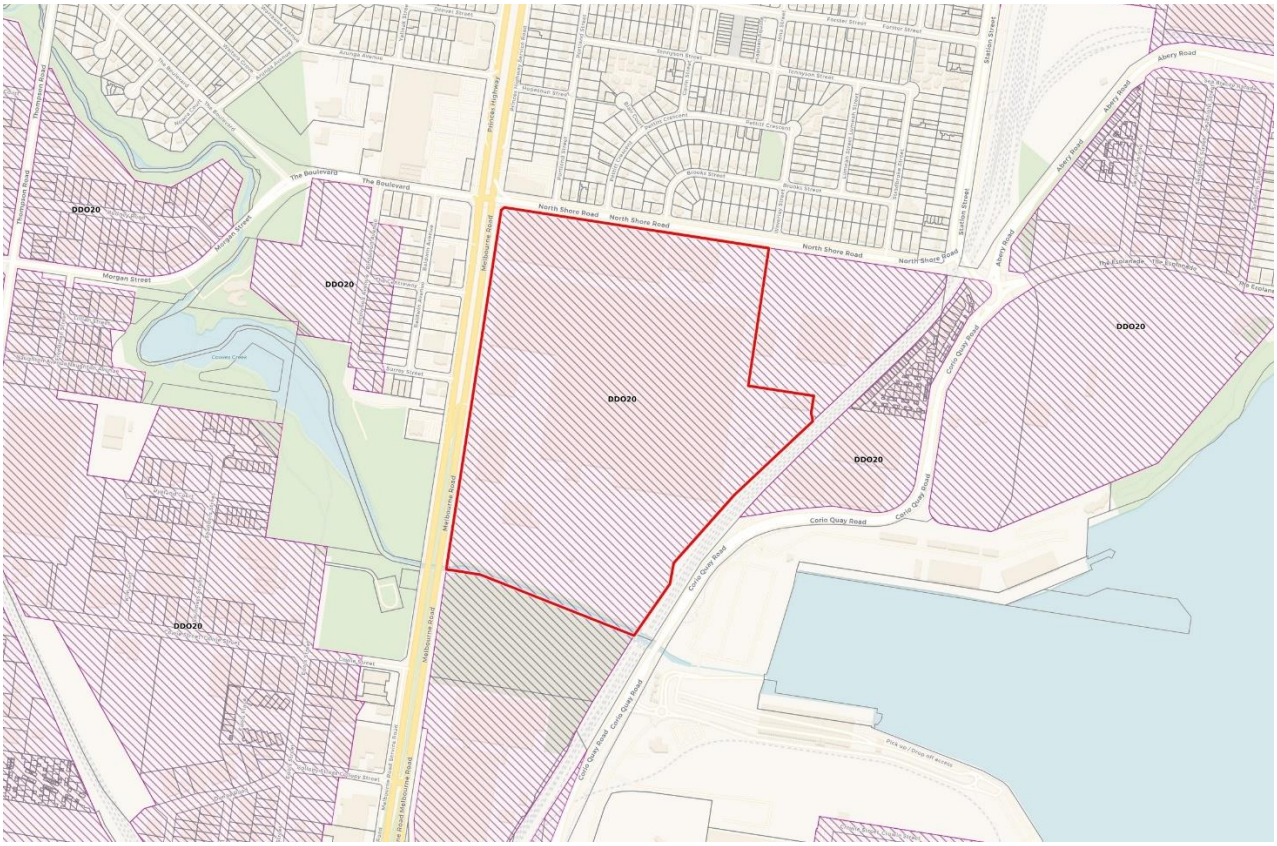


Figure 7 - DDO20 Map

4.2.2 Heritage Overlay 1717 (HO1717) – Ford Motor Company Complex

The land at 455 Melbourne Road, Norlane is impacted by the Heritage Overlay 1717 (HO1717). The purpose of the Heritage Overlay is:

- *To conserve and enhance heritage places of natural or cultural significance.*
- *To conserve and enhance those elements which contribute to the significance of heritage places.*
- *To ensure that development does not adversely affect the significance of heritage places.*
- *To conserve specified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.*

The HO1717 relates to the Ford Motor Company Complex, specifically the HO only applies to the two steel-framed factory buildings with attached offices behind red brick and painted render Stripped Classical style facades separated by a laneway with brick gate piers marking the entry on Melbourne Road.

As the proposed works are located outside the boundaries of the HO, no planning permit is required as a result of the HO1717.

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Figure 8 - HO Map (Location of Works Indicated)

4.3 Particular Provisions

4.3.1 Clause 52.15 – Helicopter & Helicopter Landing Site

Clause 52.15 seeks to ensure the amenity impacts of a heliport and a helicopter landing site on surrounding areas is considered.

Pursuant to Clause 52.15-1, a permit is required to use or develop any land for a heliport or a helicopter landing site even if it is ancillary to another use on the land, unless the table to this Clause specifically states that a permit is not required.

The general exemptions include:

- *The landing point is located more than 500 metres from a building used for a sensitive use (accommodation, child care centre, education centre and hospital) that is not associated with the helicopter operation and more than 200 metres from a shipping channel in the Port of Melbourne, provided:*
  - *The number of flight movements does not exceed eight in a 30 day period and four in a 24 hour period (for the purposes of this provision the take off and landing of a helicopter are separate flight movements).*
  - *Flight movements do not take place before 7am or after sunset on a weekday.*
  - *Flight movements do not take place before 8am or after sunset on a weekend or holiday; or*
- *The landing point is located more than 1000 metres from a building used for a sensitive use that is not associated with the helicopter operation and more than 200 metres from a shipping channel in the Port of Melbourne.*

We note that the front wall of the nearest dwelling is located more than 500 metres from the proposed helipad and more than 200m from a shipping channel in the Port of Melbourne. The provision requires the landing point to be located more than 500 metres from a building used for a sensitive use. As it specifically refers to the building itself, it is appropriate to measure this distance from the front wall of the nearest building, rather than from the zone or property boundary.

CubePilot are currently operating a Helicopter at the Site and have been exempt from requiring a planning approval pursuant to Clause 52.15. However, CubePilot intends to exceed the threshold of eight flights within a 30-day period.

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It is anticipated that CubePilot will undertake 12 flights (24 movements) per day.

Accordingly, the proposal requires planning approval under Clause 52.15.



Figure 9 - Ground Level - 500m Buffer

4.4 Planning Policy

4.4.1 Municipal Planning Strategy

Clause 02.03-7 (Economic Development) outlines the need to provide support for ongoing employment and economic development in the Geelong region. Council's strategic directions include to:

- *Provide an adequate supply of industrial land that meets the needs of different industries.*
- *Focus new industrial development around major transport routes and infrastructure assets.*

4.4.2 Planning Policy Framework

Clause 13.05-1S (Noise management) seeks to assist the management of noise effects on sensitive land uses.

Relevant strategies include to:

- *Ensure that development is not prejudiced and community amenity and human health is not adversely impacted by noise emissions.*

Clause 13.07-1S (Land use compatibility) seeks to protect community amenity, human health and safety while facilitating appropriate commercial, industrial infrastructure or other uses with potential adverse off-site impacts.

Relevant strategies include to:

- *Ensure that use or development of land is compatible with adjoining and nearby land uses*
- *Avoid locating incompatible uses in areas that may be impacted by adverse off-site impacts from commercial, industrial and other uses.*
- *Avoid or otherwise minimise adverse off-site impacts from commercial, industrial and other uses through land use separation, siting, building design and operational measures.*
- *Protect commercial, industrial and other employment generating uses from encroachment by use or development that would compromise the ability of those uses to function safely and effectively.*

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Clause 17.03-1S (Industrial land supply) aims to ensure availability of land for industry.

Relevant strategies include to:

- *Provide an adequate supply of industrial land in appropriate locations including sufficient stocks of large sites for strategic investment.*
- *Protect and carefully plan existing industrial areas to, where possible, facilitate further industrial development.*
- *Avoid non-industrial land uses that will prejudice the availability of land in identified industrial areas for future industrial use.*

Clause 17.03-1L (Industrial land supply) seeks to provide sufficient industrial land to meet a range of industrial needs in Geelong, including small to medium sized industry.

4.5 Other Planning Considerations

4.5.1 Planning Practice Note No. 75

Planning Practice Note 75 explains how heliports and helicopter landing sites are regulated under the Victorian planning system, particularly through Clause 52.15 of the Victoria Planning Provisions.

Its purpose is to guide applicants and responsible authorities in understanding when a planning permit is required and how helicopter proposals should be assessed, with a primary focus on managing amenity impacts.

The Practice Note distinguishes between two helicopter-related land use terms:

- Heliport – *generally treated as a form of Transport Terminal and typically involving facilities for assembling and distributing passengers or goods. A heliport may include infrastructure such as terminal buildings, hangars, refuelling facilities and lighting.*
- Helicopter landing site – *land used for the take-off and landing of helicopters, with or without a constructed landing pad, but without permanent facilities for passengers or freight. This can range from a purpose-built pad to an unprepared area with no buildings or works.*

The Practice Note also outlines the limits of planning control. Once a helicopter is airborne, it is outside the planning system. Responsibility rests with:

- *CASA, which regulates aviation safety and helicopter operations; and*
- *Airservices Australia, which manages airspace and aircraft noise.*

Finally, the Practice Note sets out application and assessment requirements. Applications must include plans and a written report demonstrating suitable separation distances to sensitive uses, or alternatively an acoustic assessment showing compliance with EPA noise guidelines. Amenity impacts, particularly noise, are central to decision-making, and permit conditions may be used to manage matters such as flight frequency, hours of operation, noise compliance and record-keeping.

4.5.2 Area of Cultural Heritage Sensitivity

The Site is partially located within an area of cultural heritage sensitivity. However, the proposed works will be located outside the area of cultural heritage sensitivity. Therefore, cultural heritage advice has not formed part of this assessment.

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Figure 10 - Area of Cultural Heritage Sensitivity (Source: OneMap)

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5 Planning Assessment

5.1 Overview

A planning permit is required under the following provisions of the Planning Scheme:

- Clause 33.02-1, a permit is required for the use of a Helicopter Landing Site (Section 2 – Permit Required Use).
- Clause 33.02-4 – to construct a building or construct or carry out works (IN2Z)
- Clause 43.02-2 - to construct a building or construct or carry out works (DDO20).
- Clause 52.15-1 – to increase the number of flights within a 30-day period.

Having regard to the planning framework set out above, the following are raised as key questions for this assessment:

- Is the proposal consistent with the Planning Policy Framework and the Municipal Planning Strategy?
- Is the proposal appropriate having regard to the decision guidelines of the IN2Z?
- Is the proposal appropriate having regard to the decision guidelines of the DDO20?
- Is the proposal appropriate having regard to the decision guidelines of Clause 52.15 (Helicopter & Helicopter Landing Site)?

Each of these matters are discussed further below.

5.2 Is the proposal consistent with the Planning Policy Framework and the Municipal Planning Strategy?

The proposal is consistent with the PPF and MPS as follows:

- The proposal is consistent with the relevant provisions of the Greater Geelong Planning Scheme, as it supports the ongoing function of the Old Ford Factory for industrial purposes. The Site has operated as the Ford Factory from 1925 until its closure in 2016. The proposed works ensures that the precinct can continue to be used as an area for innovation and advanced industry.
- The proposal will be appropriately located from any sensitive uses. Surrounding land is predominantly used for commercial and industrial purposes and is setback from land utilised for residential purposes. Therefore, addressing the strategies of Clause 17.03-1S (Land use compatibility).
- The proposal will address Clause 17.03-1S (Industrial land supply) through utilising and investing in existing industrial land. This will help ensure that industrial development can continue to be facilitated in the region, generating employment opportunities in the Greater Geelong municipality.

Accordingly, the proposal is consistent with the Municipal Planning Strategy and Planning Policy Framework.

5.3 Is the proposal consistent having regard to the decision guidelines of the IN2Z?

The proposal seeks approval for buildings and works associated with a Helicopter Landing Site under the provisions of the Industrial 2 Zone (IN2Z).

In accordance with the expressed purpose of the IN2Z, the proposal will not undermine the Site's ability to provide for manufacturing industry, the storage and distribution of goods and associated facilities, including those that require a substantial threshold from sensitive land uses.

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The following table sets out a response to the relevant decision guidelines for buildings and works applications in accordance with Clause 33.02

Decision Guidelines	Response
The Municipal Planning Strategy and the Planning Policy Framework.	As outlined above, the proposal is consistent with state and local planning policy through ensuring appropriate industrial activities can continue to be undertaken on the Site.
The suitability of the proposed buildings or works for the types of industries and warehouses shown in the table to Clause 53.10.	The proposed land use is not listed in the table to Clause 53.10. As such, its location on the edge of the Industrial 2 Zone is entirely appropriate as it doesn't require a threshold distance from sensitive uses. The landing point is located more than 500 metres from a building used for a sensitive use that is not associated with the helicopter operation, and more than 200 metres from a shipping channel in the Port of Melbourne as per the separation distances included at Clause 52.15.
Any natural or cultural values on or near the land.	There proposed area of works is not located within an area of Aboriginal cultural heritage sensitivity pursuant to the Aboriginal Heritage Regulations 2018. The proposed area of works is also located outside of the Heritage Overlay which affects part of the site.
Streetscape character	The proposed Site is located adjacent to the Corio Quay Road. However, the proposed buildings and works is appropriately setback from Site boundaries, so it is not anticipated to impact on the character of the surrounding streetscape.
Built form	The surrounding built form is industrial in nature including large warehouses. The proposed buildings and works are minor in nature and are anticipated to reflect the surrounding industrial nature of the precinct.
Landscape treatment	No landscaping is proposed as the proposed buildings and works does not anticipate impacting any existing vegetation.
Interface with non-industrial areas	The proposed works is located more than 500m from a building used for a sensitive use and is appropriately setback from land used for residential purposes. Figure 5 demonstrates that the proposals adjacent interfaces is industrially zoned land.
Parking and site access	It is not anticipated that the proposed development will increase traffic on surrounding roads due to the application being associated with the implementation of a Helicopter Landing Site. The use is ancillary to the predominant land use as a warehouse which has sufficient parking and site access.
Loading and service areas	The Site is located within an existing industrial precinct ensuring that it well located and has access to existing loading and service area.

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Outdoor Storage	Not relevant – no outdoor storage is proposed as part of the proposal.
Lighting	The helicopter will be operating during daylight hours as per the requirements of Clause 52.15. As such, no lighting is proposed as part of the project.
Stormwater discharge	Not relevant – the proposed development will not increase stormwater discharge.

5.4 Is the proposal appropriate having regard to the decision guidelines of the DDO20?

In responses to the requirements detailed at Clause 2 of DDO20, the following responses are detailed:

Decision Guidelines (DDO)	Response
The Municipal Planning Strategy and the Planning Policy Framework.	As outlined above.
The design objectives of the relevant schedule to this overlay.	A response to the design objectives of the DDO20 is provided below.
The provisions of any relevant policies and urban design guidelines.	There are no relevant policies and urban design guidelines.
Whether the bulk, location and appearance of any proposed buildings and works will be in keeping with the character and appearance of adjacent buildings, the streetscape or the area.	The proposed buildings and works is located within an existing industrial precinct. The proposed works are minor and include the addition of a permanent windsock, resurfacing the Site and associated line markings. Therefore, it is submitted that the proposed buildings and works will keep with the character and appearance of the surrounding industrial area.
Whether the design, form, layout, proportion and scale of any proposed buildings and works is compatible with the period, style, form, proportion, and scale of any identified heritage places surrounding the site.	There proposed area of works is not located within an area of Aboriginal cultural heritage sensitivity pursuant to the Aboriginal Heritage Regulations 2018. The proposed area of works is also located outside of the Heritage Overlay which affects part of the site. Therefore, it is not anticipated that the proposed buildings and works will impact any heritage places surrounding the Site.
Whether any proposed landscaping or removal of vegetation will be in keeping with the character and appearance of adjacent buildings, the streetscape or the area.	Vegetation removal is not proposed as part of the proposal. The buildings and works will be located on an existing concrete slab, keeping with the character of adjacent buildings and the surrounding industrial area.
The layout and appearance of areas set aside for car parking, access and egress, loading and unloading and the location of any proposed off street car parking	No car parking is proposed as part of the proposal. As the use is ancillary to the predominant land use as a Warehouse, it is proposed that the existing use has adequate car parking.

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Whether subdivision will result in development which is not in keeping with the character and appearance of adjacent buildings, the streetscape or the area.	Not relevant – no subdivision is proposed as part of the proposal.
Any other matters specified in a schedule to this overlay.	A response to the decision guidelines outlined in the DDO20 is provided below.

Decision Guidelines (DDO20)	Response
The design and siting of existing development in the area.	The surrounding area is made up of predominantly large scale industrial development. It is anticipated that the minor buildings and works will keep with the character and appearance of the surrounding industrial area.
The interface with adjoining zones.	The proposal interfaces with industrial zoned land. The land point is appropriately located more than 500m from a building used for a sensitive use.
City of Greater Geelong Sign Guidelines (February 2024).	Not relevant – no signs are proposed as part of this application.

5.5 Is the proposal appropriate having regard to the decision guidelines of Clause 52.15?

In response to the decision guidelines detailed at Clause 52.15-3, the following responses are noted:

Decision Guidelines	Response
Whether the proposal achieves a suitable separation distance from a nearby sensitive use, having regard to the Noise Control Guidelines (Environment Protection Authority, 2008).	An Acoustic Assessment is currently being prepared and will be submitted as part of the Request for Further Information.
The effect of the proposal on nearby sensitive uses in terms of the proposed frequency of flight movements and hours of operation.	The area of works is located more than 500 metres from a building used for a sensitive use that is not associated with the helicopter operation (being the dwellings on the opposite side of North Shore Road), and more than 200 metres from a shipping channel in the Port of Melbourne. Furthermore, the flight movements will only operate during the daytime are not anticipated to create any lighting impacts. Therefore, it is not anticipated that the proposal will have an impact on nearby sensitive uses.

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6 Conclusion

This planning assessment describes the proposed use of the site and buildings and works associated with a Helicopter Landing Site at 455 Melbourne Road (Factory 14), Norlane.

The proposal has been demonstrated to be consistent with the relevant provisions of the Planning Scheme, having regard to the provisions of the Industrial 2 Zone, the Design and Development Overlay (Schedule 20), and Clause 52.15 (Heliport and Helicopter Landing Site).

The design, siting, and operational characteristics of the proposal have been carefully considered to ensure compliance with the relevant planning policy provisions and to appropriately respond to the site context.

Importantly, the helipad has been strategically located to minimise potential impacts, being positioned more than 500 metres from the dwellings located on the opposite side of North Shore Road, being the nearest buildings used for sensitive purposes.

On this basis, the proposal represents an orderly and well-considered outcome that achieves an appropriate balance between operational requirements and the protection of surrounding amenity, without giving rise to unreasonable or detrimental impacts. It is respectfully requested that Council resolve to issue a planning permit for the proposed use and associated buildings and works.

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