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18 August 2026

John Rush
Coordinator Statutory Planning
City of Greater Geelong
PO Box 104
Geelong VIC 3220

By email only: statplanning@geelongcity.vic.gov.au

Dear John,

Application for a Planning Permit – 117 Separation Street, Bell Park

Please find enclosed an application for a planning permit for the above address.

The following documents have been submitted / attached for your assessment:

1. Application Form;
2. Certificate of Title;
3. Planning Property Report;
4. Site Photos;
5. Town Planning Report;
6. Town Planning Drawings; and
7. ESD Statement.

Please email Council's invoice to admin@dpplanning.com.au.

If you have any questions, please don't hesitate to contact me by telephone (03) 9969 2263 or by email at admin@dpplanning.com.au.

We look forward to working with you.

Kind regards,

A handwritten signature in blue ink, appearing to read 'D. Pech'.

Dan Pech
Director (MPIA)



TOWN PLANNING REPORT

Buildings and works for 'shop' & reduction of car parking spaces

117 Separation Street, Bell Park

Prepared for VDC Group Pty Ltd



Quality and Care

Project No.	Revision	Author	Date	Issue
26-111	01	Dan Pech	18 August 2026	FINAL issued to Council



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Care for our country

We care, acknowledge and uphold the Traditional Owners of the Country upon which this application resides and recognise their connection to the land, water, sky and culture. We pay our respects to their Elders past, present and emerging.



Care for our people

We care about our people and community and donate a fixed percentage of our income each year to local organisations that work towards improving the world around us. We also advise to a select group of clients on a reduced-cost or pro bono basis.



Care for our environment

We care for our environment and for current and future generations by partnering with Greenfleet© to offset our business emissions. For more information, please visit www.greenfleet.com.au.

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1. Introduction

1.1. Summary

DP Planning Pty Ltd has been engaged to prepare a planning permit application for 117 Separation Street, Bell Park (the 'Site').

Approval is sought for buildings and works associated with a proposed 'shop' and for a reduction in car parking spaces associated with a new use ('shop') at the Site.

The following clauses trigger a planning permit for the proposal:

- Clause 34.02-4 Commercial 1 Zone (**C1Z**) – Buildings and works.
- Clause 52.06-3 Car Parking – Permit requirement.

This report provides details of the subject site and surrounding area; a detailed description of the proposal; and an assessment and justification of the proposal against the applicable provisions of the Greater Geelong Planning Scheme.

Having considered the proposal with respect to the Greater Geelong Planning Scheme, it is submitted that the proposal is appropriate and warrants a planning permit for the following reasons:

- The proposal is supported by relevant local urban design and built form policy for a mixed-use development;
- The proposal is an appropriate response to the relevant planning controls affecting the Site, providing a design and function that is responsive to the role and scale of the area and the surrounding physical context.
- The proposal will make an attractive addition to the built form and character of the local area with high-quality materials suited to the mixed-use environs.
- The proposal is strategically located and compatible with surrounding land uses and nearby buildings.
- The proposed buildings and works have been designed to avoid any likely detrimental or adverse amenity impacts in relation to visual impact; noise; air emissions; traffic (including access), parking, loading and unloading; and rubbish removal and storage.
- The proposal comprises adequate car parking provision (including justification for where a reduction is sought after) and loading/unloading is available on site.
- The proposal will assist in growing and diversifying the local retail and professional services economy and associated employment sectors.

The following documents should be read in tandem with this report and are provided as part of the application:

- Certificate of Title
- Planning Property Report
- Site Photos



- Town Planning Drawings (prepared by Briclok Building Design)
- ESD Statement (by MSC)
- Feature & Level Survey (by Smith Land Consulting)

For the reasons detailed within this report (and associated Appendices), we respectfully request Council support the proposal and grant a planning permit.

1.2. Limits and exclusions

This report has considered the following documents:

- Greater Geelong Planning Scheme (as of 17 August 2026)
- Certificates of Title (dated 10 July 2026)



2. Site, environs and context

2.1. Site

Site address	117 Separation Street, Bell Park
Title details	Lot 314 on Plan of Subdivision 030055 (Vol. 12623 Fol. 123)
Title description	The Site comprises one parcel and a regular rectangular polygon with a combined area of approximately 180 square metres. The Site's boundaries are formed by the Separation Street (north) road reserve, an unnamed road reserve (south) and private freehold land (east and west).
Landowners	For the purposes of Section 48 of the <i>Planning and Environment Act 1987</i> , Connie Maree Visintin & Anthony John Visintin are the registered landowners.
Easements, restrictions or covenants	The Site is not encumbered by any easements or agreements pursuant to Section 173 of the <i>Planning and Environment Act 1987</i> and the <i>Subdivision Act 1988</i>. Refer to Appendix A - Certificate of Title for further details.

2.2. Environs

Locality	The Site is situated within the North Geelong Neighbourhood Retail Centre and an established commercial strip which extends along the southern side of Separation Street. The Site forms part of a relatively compact neighbourhood commercial centre extending generally between the unnamed road reserve to the west and Thompson Road to the east. The centre comprises a mixture of shops, food and drink premises, personal services, offices and other commercial uses. Commercial development is arranged as a continuous strip addressing Separation Street. Residential development is located south of the unnamed road reserve which forms the Site's southern boundary. Development on the south side of the unnamed road reserve is built up to the boundary of the laneway. The unnamed road reserve also provides separation between the commercial properties and the established residential properties further south. North Geelong Secondary College occupies a substantial parcel of land immediately north of Separation Street. The broader locality comprises
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Site conditions	established residential, industrial, commercial and education uses and development. The Site comprises a small, narrow rectangular allotment of approximately 180 square metres, extending between Separation Street to the north and the rear laneway/road reserve to the south. The Site is presently vacant and does not contain any buildings or substantial structures beyond a corrugated metal fence. The Site represents an infill opportunity within the otherwise established commercial frontage to Separation Street. The Site directly abuts established commercial buildings to its eastern and western boundaries.
Site infrastructure	The Site has direct frontage to Separation Street along its northern boundary and the rear service laneway along its southern boundary. Separation Street comprises the principal commercial frontage and provides a broad road environment incorporating a central/service-road arrangement. Within the service road adjoining the commercial strip, angled on-street parking is provided on both sides of the carriageway. A total of 92 car parks are located within 150m of the Site and directly adjoin the Separation Street commercial strip. Pedestrian footpaths extend along the commercial frontage within the service lane, providing direct pedestrian connectivity between the Site and surrounds. The southern boundary interfaces with a sealed rear laneway within the unnamed road reserve, which services the commercial properties fronting Separation Street and six (6) residential buildings to the south. The buildings at the rear laneway frontage comprise a mix of roller-door access, rear building entrances, utility/service areas and boundary fencing. The Site benefits from two distinct interfaces: a primary pedestrian-orientated commercial frontage to Separation Street and a secondary service/access interface to the rear laneway. This arrangement is characteristic of the surrounding commercial strip and enables the principal frontage to be retained for commercial presentation and pedestrian access while service functions can be accommodated from the rear. Reticulated urban infrastructure and services are available within the established surrounding road network.
Interfaces	Land to the north comprises the Separation Street road reserve and service lane. The roadway is contained within the Transport Zone 2. The Separation Street

Character

service lane comprises a one-way carriageway with a total of eighty (80) on-street 45-degree car parks and parallel car parks. The service lane is separated from the Separation Street by a landscaped median. Twelve parallel car parks are located on the southern side of the Separation Street carriageway along the western length of the commercial strip.

Land to the **east** comprises a single-storey shop building in the Commercial 1 Zone. The building comprises Besse brick construction with a painted cement render and partially glazed frontage. The building is built up to the front, side and rear boundaries.

Land to the **south** comprises the laneway road reserve, with residential development adjoining the road reserve further south. The laneway comprises a 6m wide carriageway for the length of the commercial strip which caters for one-way traffic and informal rear car parking/loading.

Land to the **west** comprises double-storey commercial building in the Commercial 1 Zone. The building comprises brick construction with painted cement panelling and partially glazed frontage. The building is built up to the side, front and rear boundaries.

The immediate environs present commercial characteristics typical of an established neighbourhood retail centre. Buildings generally have a zero or near zero front setback and directly address the Separation Street footpath. Shopfront glazing, awnings, signage and pedestrian entrances provide activation along the commercial frontage.

Built form is varied and includes single and double-storey buildings, with variation in building height, parapet treatment, façade composition, materials and architectural presentation representative of the era of their construction.

The commercial strip accommodates a broad mix of uses including food and drink premises, shops, offices, health services and other commercial activities. This diversity contributes to a relatively active commercial environment and generates pedestrian and vehicle activity throughout day, evening and night periods.

The rear elevations and service areas of commercial buildings generally address the rear laneway.

Refer to the Planning Property Report (**Appendix B**), Site Photos (**Appendix C**), Town Planning Drawings (**Appendix D**) and Feature and Level Survey (**Appendix F**) for further information on the subject site and surrounds.



Refer to **Figure 1** and **Figure 2** for aerial imagery and site context maps.

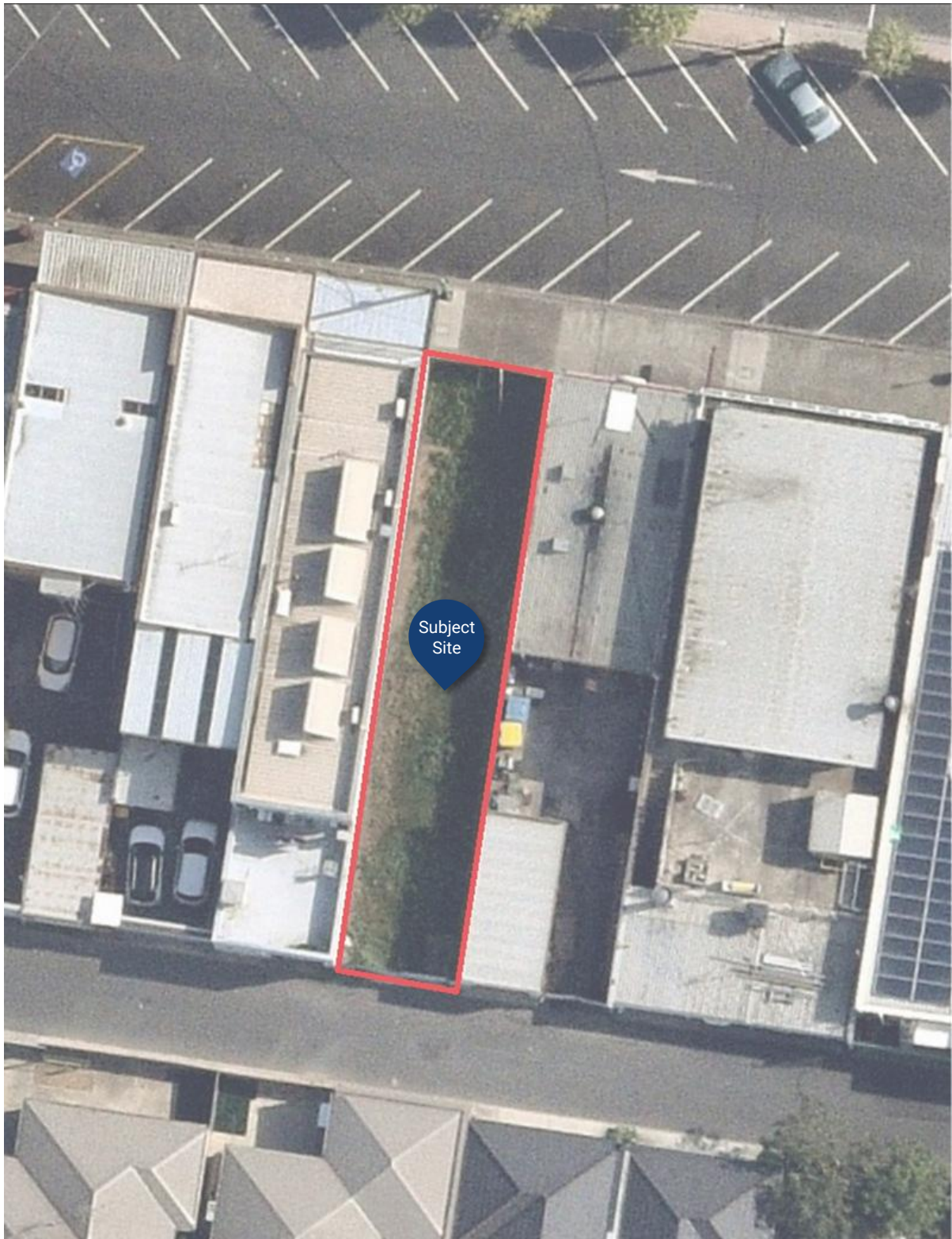


Figure 1: Aerial imagery

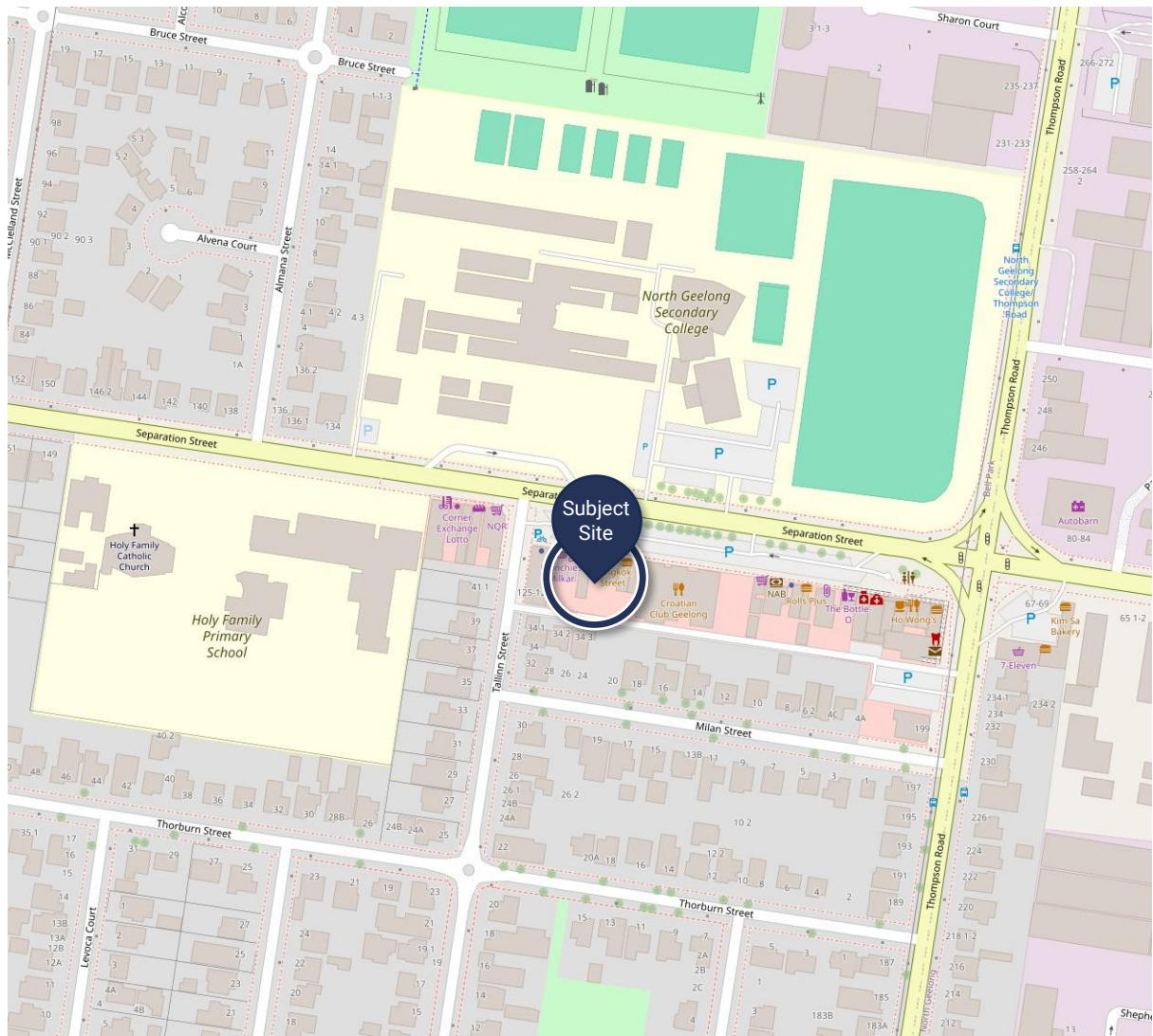


Figure 2: Context Map (source: OpenStreetMap©)

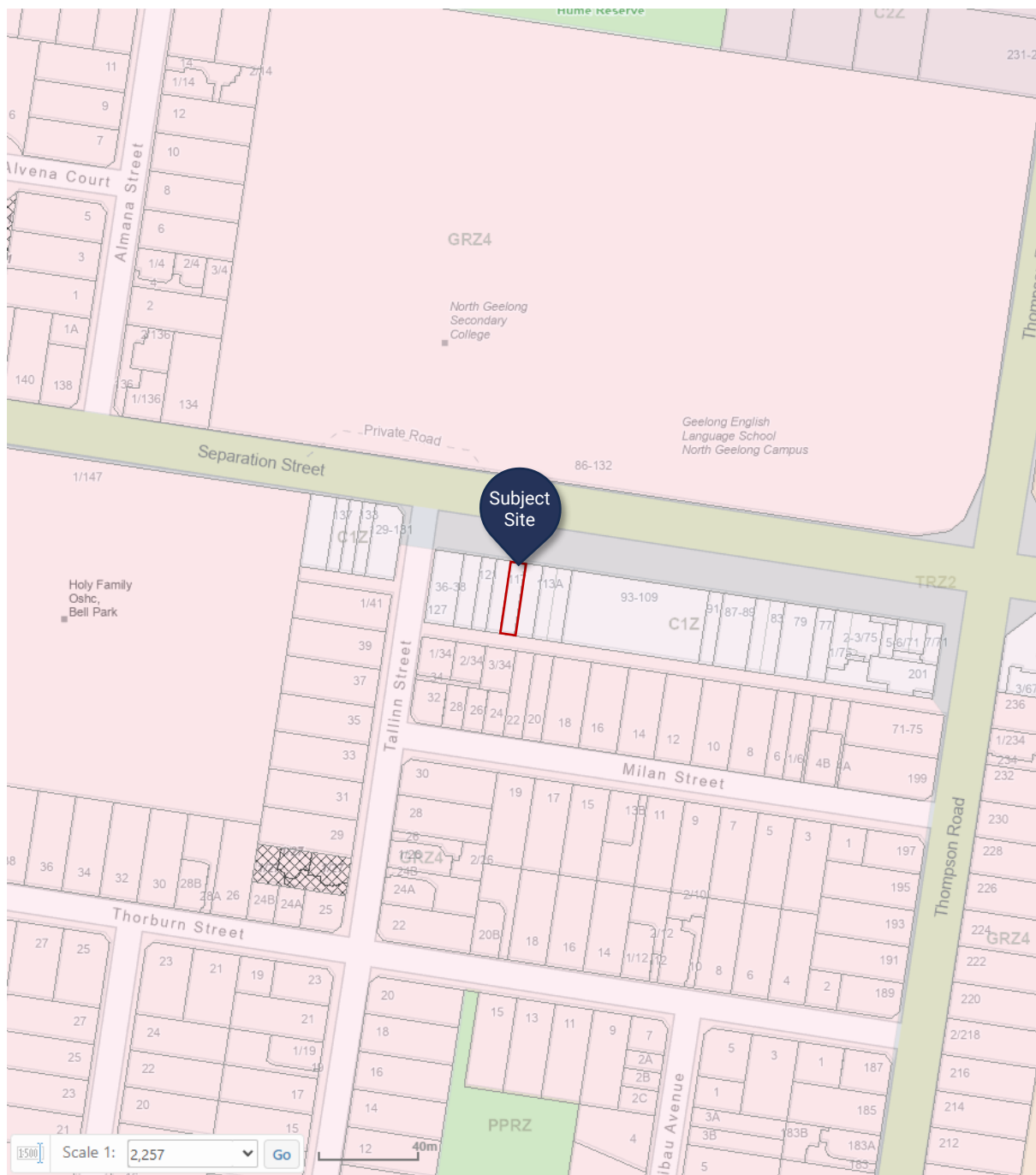


Figure 3: Zoning Map (source: VicPlan version 2.6.4)

3. Proposal synopsis

3.1. Planning permit description

A planning permit is sought for the development of land for a 'shop' and 'office' and a reduction of car parking requirements for 'shop' and 'office'.

The following Clauses of the Greater Geelong Planning Scheme trigger a planning permit for the proposal:

- Clause 34.02-4 Commercial 1 Zone (**C1Z**) – Buildings and works.
- Clause 52.06-3 Car Parking – Permit requirement.

The following sections of this report describe in detail what the proposal is for.

The following sections of this report describe in detail what the proposal is for.

3.2. Design statement

This application seeks approval for the development of a contemporary two-storey commercial building accommodating a shop at ground floor level and office at first floor level.

Overall, the architectural response provides a compact, contemporary and appropriately scaled commercial infill building that completes an existing gap within the Separation Street commercial frontage. The proposal establishes an active glazed ground-floor shopfront, introduces additional commercial floor space at first-floor level, maintains servicing and vehicle access from the established rear laneway and employs a restrained palette of concrete, metal cladding and glazing that complements the utilitarian commercial character of the surrounding development.

The development makes efficient use of a small and presently vacant commercial allotment and, through its two-storey form, active frontage and boundary-to-boundary siting, reinforces the established built form and commercial function of the Separation Street strip.

Design Function

The development comprises the following key functional components:

- a total floor area of approximately 227 square metres comprising a 137 square metre ground-floor shop and 90 square metre first-floor office;
- a ground-floor finished floor level of RL20.90 and first-floor finished floor level of RL24.30;
- a total ground-floor site coverage of approximately 73 per cent;
- approximately 11.3 square metres (6 per cent) of permeable landscaping;
- separate ground-floor and first-floor pedestrian entries from the Separation Street frontage;
- extensive first-floor glazing and shopfront glazing to the ground-floor commercial frontage;
- two (2) accessible unisex accessibility toilets/amenities (one for each level/use);
- unisex toilet serving the first-floor office;
- enclosed rear store room accessed by a 3.2 metre wide x 2.7 metre high roller door;



- one (1) on-site 5.4 metres x 2.6 metres ninety-degree car parking space accessed directly from the rear laneway;
- wall-mounted bicycle parking situated at the rear;
- a 5,000 litre slimline rainwater tank and 3 square metre raingarden located to the rear; and
- minimum 5kW solar photovoltaic system, with final panel positioning to be determined as part of the detailed building design.

The architectural response has been informed by the Site's narrow dimensions, its position as an undeveloped infill parcel within an otherwise established commercial strip and the differing functions of its two interfaces. Separation Street provides the principal commercial and pedestrian frontage, while the laneway to the rear performs a secondary vehicle access, servicing and utility function. The development responds accordingly by concentrating shopfront glazing and pedestrian entries toward Separation Street and vehicle access, storage, water infrastructure and other service functions toward the rear laneway.

The proposed building has been designed as a compact commercial infill development built to the front and side boundaries, consistent adjoining commercial premises. The proposed building is approximately 6.1 metres wide and approximately 22.4 metres in length. The maximum building height is approximately 7.35 and principal building height is seven (7) metres. A five (5) metre section of the rear building comprises four (4) metres in height. The building comprises a zero setback to the front and 8.08 metres setback to the rear with a 3m wide canopy protruding over the rear setback for weather protection.

Vehicle access is confined to the rear frontage, avoiding the need to introduce a vehicle crossover through the Separation Street commercial frontage. A 5.4 metre x 2.6 metre car space is provided within the rear portion of the Site, together with the store room and associated 3.2 metre x 2.7 metre roller door. Vehicle swept-path diagrams demonstrate viable entry and exit by a B85 passenger vehicle from the laneway.

Design Form

The principal external materials and finishes comprise:

- 150mm reinforced-concrete precast wall panels (including parapet) in natural-finish concrete with clear sealer and nominated 'Monument' frame / finished elements;
- Lysaght Mini Orb steel wall cladding in 'Monument' to the first-floor façade;
- 'Monument' timber escape door on the ground floor;
- extensive commercial glazing to the Separation Street shopfront;
- 0.42mm BMT Trim-Dek metal roof sheeting, generally at a 2-degree pitch;
- Zincalume flashings where adjoining existing buildings; and
- metal rainheads, box gutters and associated roof drainage infrastructure integrated into the building form.

The Separation Street elevation is treated as the primary architectural elevation. The ground floor incorporates extensive shopfront glazing, together with separate entries serving the shop and upper-level office. The glazing provides visual permeability, passive surveillance and activation between the commercial

tenancy and adjoining footpath/service-road environment and avoids the presentation of a blank or inactive façade to the commercial streetscape.

The first-floor component provides a distinctly contemporary architectural expression while remaining simple in its overall form. The upper-level façade incorporates Lysaght Mini Orb steel wall cladding in 'Monument', providing a lightweight visual contrast to the more substantial concrete elements of the building. This treatment assists in distinguishing the first-floor office from the glazed commercial base and provides articulation to what would otherwise be a relatively narrow vertical façade. The building also incorporates 150mm reinforced-concrete precast panels, variously specified with a 'Monument' finish and a natural concrete finish with clear sealer, depending upon their location within the building.

The restrained palette of concrete, dark metal cladding and glazing provides a contemporary commercial appearance without relying upon excessive architectural detailing. The building scale, boundary-to-boundary configuration, glazed shopfront and two-storey presentation respond to the established physical characteristics of the centre while providing a contemporary addition within the streetscape.

The proposed building occupies an appropriate transitional position between the existing forms of the buildings to the east and west. Its approximately 7.35 metre (h) frontage appearance is comparable with the established two-storey built form immediately adjoining the Site and avoids an anomalous or excessive building scale within the streetscape.

The side elevations are necessarily more restrained as a consequence of the narrow allotment and boundary-to-boundary commercial form. These elevations principally comprise reinforced-concrete precast wall panels and are designed having regard to the existing buildings immediately adjoining both side boundaries. This is an appropriate response to an infill commercial site where architectural activation is principally required at the public-facing frontage rather than along interfaces that are fully concealed by adjoining development.

The rear elevation is appropriately treated as a 'back of house' interface, with contemporary and functional elements that will make a positive contribution to the character of the laneway.

Landscaping

Notwithstanding its service function, the rear of the Site is not proposed as an entirely hard-surfaced environment.

Landscaping and water-sensitive urban design measures are incorporated around the rear portion of the development, including approximately 11.3 square metres of permeable landscaping, a 3 square metre raingarden and low-level plantings. These landscape elements will assist in softening the interface with the laneway while providing a functional stormwater treatment.

Plant species include *Dianella revoluta* (Black Anther Flax-Lily), *Poa labillardieri* (Tussock Grass) and *Themeda triandra* (Kangaroo Grass). These species have been selected having regard to their suitability for the coastal environment, low water demand and long-term maintenance requirements. The use of hardy, drought-

tolerant species will provide an attractive landscape outcome while minimising ongoing irrigation and maintenance demands.

The proposed landscape treatment will make a positive contribution to the character of the rear laneway environs.

Signage

The proposal does not include signage. Adequate areas are available within the proposed building fabric for a suitable regime of signage to occur with or without a planning permit (as needed).

Stormwater

A stormwater strategy has been designed to maximise water reuse opportunities while ensuring the efficient collection, treatment and lawful discharge of stormwater from the development.

Roof water will be collected and directed to an above ground 5,000-litre rainwater tank, providing on-site detention and reuse capacity. Harvested rainwater will be reused for toilet flushing within both commercial tenancies, reducing reliance on potable water and decreasing the volume of runoff discharged from the site. Overflow from the rainwater tank will be directed to the underground stormwater drainage system via the legal point of discharge in accordance with a detailed civil and hydraulic engineering design (by others).

The ESD Statement (see **Appendix E**) identifies approximately 150 square metres of roof catchment directed to the rainwater harvesting system, together with approximately 11.8 square metres of permeable area which assists with natural infiltration and reduce effective imperviousness across the site. The remaining hardstand and paved areas are collected and conveyed to the legal point of discharge through the engineered drainage system. The incorporation of permeable landscape areas and planter beds contributes to reduced stormwater runoff volumes while also providing urban greening and microclimate benefits.

The architectural drawings further integrate the stormwater strategy into the building design through graded roof drainage, box gutters, rainheads, underground drainage infrastructure and landscaped planter boxes with overflow drainage connected to the underground stormwater system.

During construction, appropriate sediment and erosion control measures will be implemented to prevent contamination of the stormwater network, including maintaining a clean work site, establishing buffer measures where required and managing runoff in accordance with recognised industry best practice.

See the ESD Statement (**Appendix E**) for further details.

Environmentally Sustainable Design

The proposed floor area of the building is approximately 227 square metres. This includes ~137 square metres of ground-floor shop and ~90 square metres of first-floor office. The above floor area requirements do not exceed the threshold for which a Sustainable Design Assessment is required (or similar) under local policy.

The above notwithstanding, an assessment has been provided to illustrate how relevant ESD targets have been evaluated and integrated within the proposal.



See the ESD Statement (**Appendix E**) for a detailed assessment of the proposed building design.

Access

The development access for pedestrians is located to the front (north) and rear (south) while vehicle access is provided to the rear (south) only.

The proposed vehicle access reflects the existing arrangements for access for adjoining commercial premises via the rear laneway. Design choices have been made for the rear of the Site to ensure conventional vehicles can enter and exit in a typical forward and reverse direction, as per the existing conditions. An eastern splay have been incorporated into the landscape design, with sufficient area available for turning into and out of the Site by conventional vehicles.

The operation of the Site assumes that waste pick up will occur either via the frontage car parks (during off-peak) or via rear / side loading at the rear laneway.

The above access design caters for reasonable assumptions regarding development of a commercial Site and constraints of the existing conditions.

Bicycle parking is also incorporated at the rear of the building through a wall-mounted vertical bicycle rack system, providing an alternative transport option without consuming the limited ground area available on the narrow Site.



4. Planning context

Clause 65 of the Victorian Planning Provisions identifies the relevant decision guidelines that a Responsible Authority (Council) must consider in assessing a planning permit application. The following are relevant to the proposed development:

- The matters set out in Section 60 of the Act.
- The Municipal Planning Strategy and the Planning Policy Framework.
- The purpose of the zone and other provisions.
- Any matter required to be considered in the zone or other provisions.
- The orderly planning of the area.
- The effect of the amenity of the area.

These matters, where relevant, form the framework of the following sections of this report.

4.1. Municipal Planning Strategy (MPS)

The Municipal Planning Strategy (MPS) describes the local and regional planning policies with a specific focus on areas and issues within the [municipality]. The policies relevant to the proposal are described below. The Municipal Planning Strategy (MPS) sets out the context, vision, strategic directions and strategic framework plans for the municipality. The following clauses are of most relevance to the proposal.

The proposed application is appropriate in the context of relevant planning policies as set out below and supports the implements the MPS as per the following:

Clause 02 Municipal Planning Strategy

- **Clause 02.01 - Context** - 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.

The key relevant land use and development aspirations that support this vision include:

- *A prosperous economy that supports jobs and education opportunities.*
- *A fast, reliable and connected transport network.*
- *Sustainable development that supports population growth and protects the natural environment.*
- **Clause 02.03 – Strategic directions** – Relevant local strategic directions for this application are contained in:
 - Clause 02.03-1 Settlement



- Clause 02.03-5 Built environment and sustainability
- Clause 02.03-7 Economic development
- Clause 02.03-8 Transport
- **Clause 02.04 – Strategic Framework plan** – the site is identified within an ‘established urban area’ on the Municipal framework Plan.

An assessment of the proposal against the policies of the MPS is contained within **Section 5.2.1** of this report.

4.2. Planning Policy Framework (PPF)

To ensure the overarching objectives of planning in Victoria are met, policies contained within the Planning Policy Framework (PPF) must be considered. The PPF clauses of most relevance to the Site and the proposal are set out below.

Clause 11 Settlement

- **Clause 11.01-1S - Settlement** - Seeks to facilitate the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements.
- **Clause 11.01-1R - Settlement - Geelong G21**
- **Clause 11.03-6S - Regional and local places** – Seeks to facilitate integrated place-based planning.
- **Clause 11.03-1L - Activity centres in Greater Geelong** – To support the role and function of centres in the Geelong Retail Centre Hierarchy. To support continued diversification of retail centres over time.

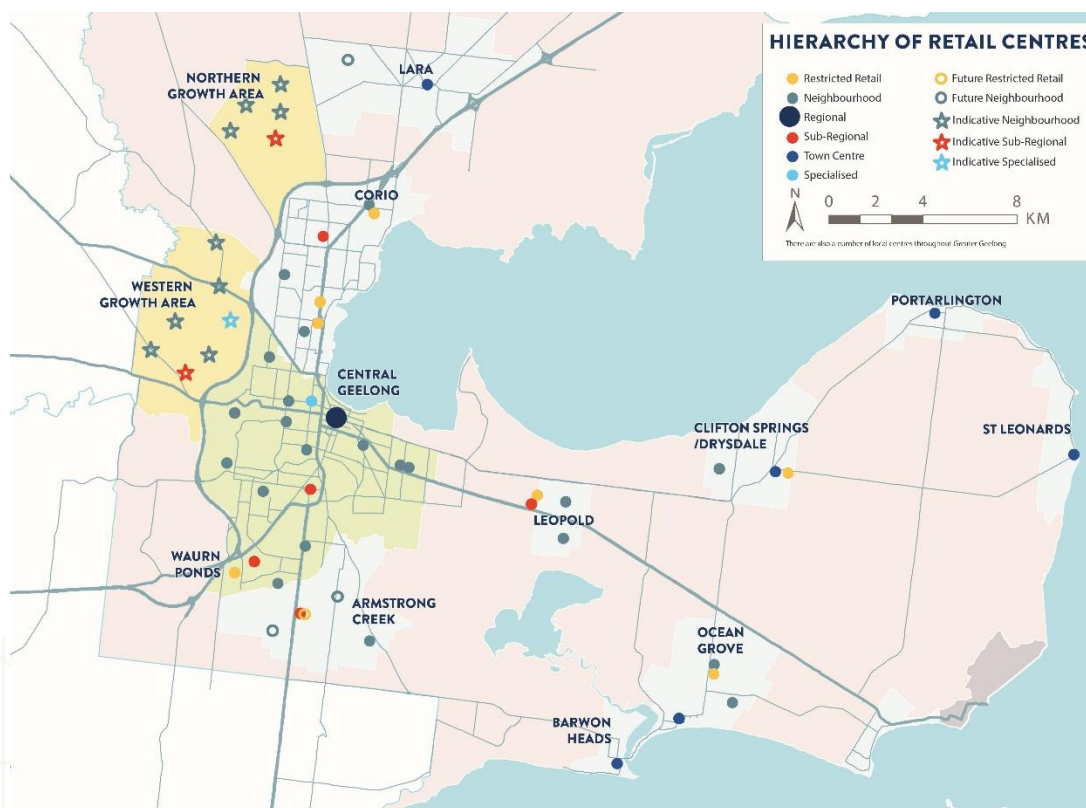


Figure 3: Retail Centre Hierarchy Map (accessed 17 July 2026)

Clause 13 Environmental Risks and amenity

- **Clause 13.05-1S – Noise management** – Seeks to assist the management of noise effects on sensitive land uses.
- **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.

Clause 15 Built Environment and Heritage

- **Clause 15.01-1S - Urban design** – Seeks to create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.
- **Clause 15.01-1L-01 – Development in activity centres** - This policy applies to all buildings and works applications in activity centres. The policy seeks to ensure the design and layout of new or expanding centres minimise amenity impacts on surrounding uses and contribute positively to the streetscape and surrounding area.
- **Clause 15.01-2S - Building design** - Seeks to achieve building design and siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable development.
- **Clause 15.01-5S - Neighbourhood character** – To recognise, support and protect neighbourhood character, cultural identity, and sense of place.
- **Clause 15.01-5L - Neighbourhood character** – To manage the impact of urban change on existing neighbourhoods.
- **Clause 15.01-2SL - Environmentally sustainable development** - This policy applies to residential and non-residential development, excluding subdivision, in accordance with the thresholds detailed in this policy other than where an ESD plan or framework has been previously approved. The policy seeks to achieve best practice in environmentally sustainable development from the design stage through to construction and operation.

Clause 17 Economic Development

- **Clause 17.01-1S - Diversified economy** – To strengthen and diversify the economy.
- **Clause 17.01-1R - Diversified economy - Geelong G21**
- **Clause 17.02-1S - Business** – Seeks to encourage development that meets the community's needs for retail, entertainment, office and other commercial services.

Clause 18 Transport

- **Clause 18.01-1S - Land use and transport integration** - To facilitate access to social, cultural and economic opportunities by effectively integrating land use and transport.
- **Clause 18.01-3S - Sustainable and safe transport** – To facilitate an environmentally sustainable transport system that is safe and supports health and wellbeing.
- **Clause 18.02-4S - Roads** – Seeks to facilitate an efficient and safe road network that integrates all movement networks and makes best use of existing infrastructure.



Clause 19 Infrastructure

- **Clause 19.03-3S - Integrated water management** - Seeks to sustainably manage water supply, water resources, wastewater, drainage and stormwater through an integrated water management approach.
- **Clause 19.03-3L - Integrated water management** - Seeks to reduce environmental degradation associated with stormwater run-off and effluent disposal.

An assessment of the proposal against the policies of the PPF is contained within **Section 5.2.1** of this report.

4.3. Zoning

The Site is located within the Commercial 1 Zone (Clause 34.02). The relevant purposes of the Commercial 1 Zone (**C1Z**) are:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.
- To provide for residential uses at densities complementary to the role and scale of the commercial centre.

Pursuant to Clause 34.02-1 **Table of uses**, a 'shop' that does not exceed the leasable floor specified in the schedule to the zone and accommodation with a frontage less than 2 metres at ground floor level is a Section 1 use. It follows, that the proposal complies with the conditions for a Section 1 use.

Pursuant to Clause 34.02-4 **Buildings and works** a permit is required for buildings and the carrying out of works.

An application to construct a building or construct or carry out works must be accompanied by the information contained at Clause 34.02-5 **Application requirements**. The information listed has been provided at **Appendix D** (Town Planning Drawings) and **Appendix E** (ESD Statement) and within the content of this report.

There are a number general and buildings and works decision guidelines relevant to the proposal under Clause 34.02-7 **Decision guidelines**.

A detailed assessment under the Commercial 1 Zone is contained within **Section 5.2.2** of this report.

4.4. Overlays

The Site is not located within any overlays



4.5. Particular Provisions

The Particular Provisions relate to a range of specific prerequisites for particular uses and development, and apply consistently across the state. The following Particular Provisions are relevant to the proposal.

4.5.1. Clause 52.06 Car Parking

The proposal requires consideration under Clause 52.06 Car Parking. The purpose of Clause 52.06 is:

- 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.

Pursuant to Clause 52.06-2 Provision of car parking spaces, before a new use commences the number of car parking spaces required under Clause 52.06-5 must be provided to the satisfaction of the responsible authority on the land. See the table below/overleaf for a calculation of parking measures and comparative assessment of car parking spaces.

Use	Measure	Rate Category 1	Required car parking spaces	Supplied parking spaces
Office	To each 100sqm of net floor area	3.5	0	0
Shop	To each 100sqm of leasable floor area	4	4	1

The proposed car parking caters for one (1) staff car park for the 'shop' tenancy. It follows, that a reduction of car parking is required for (3) car parking spaces for 'shop'.

An application to reduce the number of car parking spaces required under clause 52.06-5 must be accompanied by a Car Parking Demand Assessment pursuant to Clause 52.06-7.

The Car Parking Demand Assessment must assess the car parking demand likely to be generated by the proposed new use.

The proposed car parking spaces to be provided are compliant with the specifications/dimensions contained at Clause 52.06-09.

Constructed in accordance with the design standards, the location, number and type of car parks will ensure there are no likely adverse impacts on the surrounding transport network.



See the plans at **Appendix D** for details on car parking and vehicle turning movements.

A car parking demand assessment has been prepared commensurate with the context of the Site (commercial strip) and complexity of the proposal (for a reduction of 3 car parking spaces), and is contained within **Section 5.2.3** of this report.

4.5.2. Clause 53.18 Stormwater Management in Urban Development

The proposal requires consideration under Clause 53.18 **Stormwater Management in Urban Development**.

The purpose of this clause is to ensure that stormwater in urban development, including retention and reuse, is managed to mitigate the impacts of stormwater on the environment, property and public safety, and to provide cooling, local habitat and amenity benefits.

This clause applies to an application under a provision of a zone to subdivide land, construct a building, or construct or carry out works in a commercial zone.

The proposed measures to deal with stormwater are commensurate with the complexity of the proposal, and comprise an appropriately simple but effective system.

The stormwater drainage strategy / infrastructure proposed is generally described as follows:

- Permeable landscape elements (11.8m²);
- Buildings connected to an above-ground 3,000 litre rainwater tank capacity for roof rainwater capture (2,000lt) and re-use (1,000lt);
- Building to be connected to underground pits and pipes sized to increase stormwater detention;
- LPOD connection to the southern boundary drainage network via network of stormwater pits and pipes.

The accompanying WSUD assessment, undertaken using the BlueFactor modelling tool, demonstrates that the proposal exceeds the required runoff harvesting target by achieving 41% mean annual runoff harvested or evapotranspired (target 32%), together with compliance for total phosphorus, total nitrogen and gross pollutant reduction targets. While the Total Suspended Solids (TSS) reduction target is not fully achieved due to the small scale and constrained nature of the Site, the report explains that this is consistent with DEECA guidance for developments where baseline pollutant loads are already low and further reductions are difficult to achieve. Overall, the development achieves a BlueFactor compliance score of 100%, demonstrating that the proposed WSUD measures satisfy the performance objectives of Clause 53.18.

See the ESD Statement (**Appendix E**) for further details.

4.5.3. Clause 53.34 Bicycle Facilities

The proposal requires consideration under Clause 52.34 **Bicycle Facilities**. The purpose of this Clause is to:

- To encourage cycling as a mode of transport.



- To provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities.

Pursuant to Clause 52.34-1, a new use must not commence until the required bicycle facilities and associated signage has been provided on the land.

No bicycle facilities are required for the development, as the proposal does not meet the relevant measures stipulated in Table 1 to Clause 52.34-5.

The above withstanding, one (1) bicycle space is proposed within a safe and secure area to the rear of the development Site. This further demonstrate the applicant's commitment to environmentally friendly design, and the policies of the PPF and MPS that seek to encourage bicycle use in urban areas.

4.6. Other planning considerations

4.6.1. Aboriginal Cultural Heritage Sensitivity

The Site is not identified within an 'area of cultural heritage sensitivity' pursuant to the Aboriginal Heritage Regulations 2018.

See the Planning Property Report at **Appendix B** for a copy of a plan verifying the area is not within a mapped cultural heritage sensitivity area.

4.6.2. Bushfire Prone Area

The Site is not identified within a Bushfire Prone area as defined under the *Building Act 1988*.

See the Planning Property Report at **Appendix B** for a copy of a plan verifying the area is not within a mapped Bushfire Prone Area.

5. Planning Policy Assessment

5.1. Key planning issues

Based on the provisions of the Greater Geelong Planning Scheme and the decision guidelines of Clause 65, the following are submitted to be the key planning issues relevant to the proposed development of the Site.

- Is there strategic policy support for the proposal and is the proposal consistent with the Municipal Planning Strategy and the Planning Policy Framework?



- Do the buildings and works appropriately respond to the relevant purpose and provisions of the Commercial 1 Zone?
- Does the proposed car parking reduction appropriately respond to the car parking demands pursuant to Clause 52.06-7?

5.2. Policy assessment

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

The proposal requires assessment under the Planning Policy Framework (PPF) and Municipal Planning Strategy (MPS) of the Greater Geelong Planning Scheme.

Greater Geelong is recognised as Victoria's largest regional city and a municipality that is expected to accommodate significant employment and population growth through the efficient use of existing urban land and infrastructure. The Site is located within an established commercial strip within North Geelong that has historically accommodated neighbourhood-scale commercial and retail activities. The proposal supports the strategic vision of the MPS by facilitating the redevelopment of an underutilised infill site within an established urban area, reinforcing the ongoing role of the Separation Street commercial strip as part of the neighbourhood retail centre and making efficient use of existing infrastructure and services.

Clause 02.03-1 **Settlement** seeks to accommodate future growth through the efficient use of established urban areas, encourage consolidation within existing settlements and support development that makes effective use of available infrastructure. It also identifies Separation Street, North Geelong as a 'Neighbourhood' level retail centre and contains strategic directions which encourage development of existing centres consistent with the Geelong Retail Centre Hierarchy. The proposal gives effect to the objectives of Clause 11 **Settlement** by promoting sustainable urban consolidation, facilitating integrated place-based planning and reinforcing the role of local activity centres. The proposal is wholly consistent with the objectives for settlement planning by facilitating the development of a vacant commercial allotment within an established urban area that is fully serviced by reticulated infrastructure, car parking and road networks. Rather than contributing to outward urban expansion, the proposal consolidates existing urban development within Geelong through the efficient utilisation of already zoned and serviced land. The proposal supports the ongoing diversification of the Separation Street commercial strip through the introduction of additional (albeit modest) commercial floor space together and completes development of the last remaining commercial lot within the commercial strip. In particular, the proposal responds to the activity centre and settlement policy by providing attractive and sustainable commercial development within a designated commercial location while respecting the established identity and built form character of the area. The proposal is for a small-scale retail / commercial space and contributes positively to the diversity of retail forms across Greater Geelong's retail hierarchy (Clauses 02.03-1 **Settlement**, 11.01-1S **Settlement**, 11.01-1R **Settlement - Geelong G21**, 11.03-1L **Activity centres in Greater Geelong** and 11.03-6S **Regional and local places**).



The proposal has been designed to ensure an appropriate interface between commercial and residential activities. Amenity of surrounding residential land is protected through conformity to the relevant objectives of Clause 54 (i.e. overshadowing, solar access and overlooking). The development has also been designed to appropriately manage potential noise and amenity impacts associated with existing commercial activities through contemporary building design and construction. The scale of the proposed commercial development is suitable for the existing commercial strip, which comprise uses which are not for a purpose with a threshold distance listed in Clause 53.10 (consistent with Clauses 13.05-1S **Land use compatibility** and 13.07-1S **Noise management**).

Clause 02.03-5 **Built Environment and Sustainability** encourages development that contributes positively to the built environment through high-quality architectural design, environmentally sustainable development and the creation of attractive, functional and safe urban environments. The proposal responds directly to these strategic directions through a contemporary architectural design that activates the public realm (which presently remains 'inactive' within the vacant lot frontage), reinforces the existing commercial character of the Separation Street commercial strip and incorporates environmentally sustainable design measures. The proposal also strengthens passive surveillance through an active ground-floor commercial frontage and upper-level office overlooking the surrounding public realm. The proposal strongly supports the urban design objectives of Clauses 15.01-1S and 15.01-2S by delivering a contemporary architectural response that enhances the public realm, contributes positively to the existing commercial streetscape and provides an active ground-floor frontage through extensive glazing and pedestrian-oriented design. The scale, form and articulation of the building respond appropriately to the established commercial character of the precinct and achieve a high standard of architectural quality without adversely affecting the surrounding residential neighbourhood. The proposal also supports Clauses 15.01-5S and 15.01-5L by reinforcing the existing commercial character of the precinct while providing an appropriate interface to nearby residential land (Clauses 15.01-1S - **Urban design**, 15.01-2S - **Building design**, 15.01-5S - **Neighbourhood character**, 15.01-5L - **Neighbourhood character**).

The accompanying ESD Statement demonstrates compliance with Clause 15.01-2SL through the incorporation of best-practice environmentally sustainable development measures (where practical for the scale and type of development) including water tap fittings and appliances, energy-efficient illumination/sensors and HVAC systems, stormwater re-use, IEQ and materials, bicycle spaces, 4-system rubbish and passive solar design principles ensuring sustainability has been integrated from the earliest stages of the building design process (Clause 15.01-2SL - **Environmentally sustainable development**).

Clause 02.03-7 **Economic Development** seeks to strengthen the local economy through the continued growth and diversification of commercial activity, employment opportunities and investment within appropriate commercialised and urbanised locations. The proposal supports these objectives by introducing additional (albeit modest) commercial floor space within an established commercial area and modest additional employment within the Separation Street commercial strip. The development directly supports the objectives of Clauses 17.01-1S, 17.01-1R and 17.02-1S by strengthening the local economy through the provision of additional commercial floor space, facilitating ongoing business investment and providing

opportunities for local employment in the retail and professional services service sectors. The proposal reinforces the strategic role of the Separation Street Neighbourhood Retail Centre in meeting retail and professional services needs of the neighbourhood and North Geelong area (Clauses 17.01-1S - **Diversified economy**, 17.01-1S - **Diversified economy** & 17.01-1R - **Diversified economy - Geelong G21**).

Clause 02.03-8 **Transport** promotes integrated transport outcomes by encouraging development that supports walking, cycling and efficient use of the existing transport network. The Site benefits from an established pedestrian network linking the retail centre precinct with surrounding residential neighbourhoods, existing car parking facilities and retail service centres. Vehicle access is retained from rear laneway, thereby maintaining the pedestrian-focused environment along Separation Street and avoiding unnecessary disruption to the established access arrangements within the commercial strip. The proposal supports the integrated transport objectives of Clauses 18.01-1S, 18.01-3S and 18.02-4S by making efficient use of the existing transport network and encouraging walking and cycling (including bicycle facilities) through its location within an established neighbourhood retail centre precinct. The proposal retains access via the rear laneway, utilises the existing shared parking arrangements established as part of the original commercial subdivision subsequent development, and minimises the need for additional transport infrastructure through the provision of three car parking spaces (Clauses 18.01-1S - **Land use and transport integration**, 18.01-3S - **Sustainable and safe transport** & 18.02-4S - **Roads**).

The proposal gives effect to Clauses 19.03-3S and 19.03-3L through an integrated stormwater management strategy that incorporates rainwater harvesting, water reuse, permeable landscaping and connection to the existing lawful point of discharge. These measures reduce potable water demand, improve stormwater quality and support sustainable water management outcomes appropriate to the scale of the development. The proposal also makes efficient use of existing reticulated water, sewerage, electricity, telecommunications and drainage infrastructure, avoiding the need for significant infrastructure augmentation (Clause 19.03-3S & Clause 19.03-3L - **Integrated water management**).

The proposal represents a well-designed commercial development that appropriately responds to the planning objectives and strategies of the Greater Geelong Planning Scheme. The redevelopment of this underutilised commercial site complements the role of the Separation Street commercial strip, supports (modest) local employment, improves the interface with the public realm and makes efficient use of existing urban infrastructure. It follows, that the proposal gives effect to the overarching objectives of planning in Victoria by delivering a sustainable, economically beneficial and contextually responsive development within an established urban area.

In light of the above, the proposal is considered to appropriately respond to the relevant policies of the MPS and PPF of the Greater Geelong Planning Scheme.



5.2.2. Do the buildings and works appropriately respond to the relevant purpose and provisions of the Commercial 1 Zone?

The subject site is situated within the Commercial 1 Zone (**C1Z**) where its purpose includes the need 'to create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses'.

The proposal is for Section 1 uses, meaning that the Commercial 1 Zone anticipates these uses as a preferred ('as of right') strategic outcome for the Site. It is envisaged that the future occupants of the proposed development will be a shop tenant and office tenant.

The application requirements relevant to the proposal are outlined below.

Clause	34.01-6	Application	Response
requirements			
Buildings and works			
A plan drawn to scale which shows:		Requirement met.	
- The boundaries and dimensions of the site. - Adjoining roads. - The location, height and purpose of buildings and works on adjoining land. - Relevant ground levels. - The layout of existing and proposed buildings and works. - All driveway, car parking and loading areas. - Proposed landscape areas. - All external storage and waste treatment areas. - Areas not required for immediate use.		See Appendix D for details of existing conditions and Town Planning Drawings and Appendix E for an assessment of stormwater measures.	
Elevation drawings to scale showing the colour and materials of all buildings and works.		Requirement met.	
Construction details of all drainage works, driveways, vehicle parking and loading areas		Requirement met.	
A landscape layout which includes the description of vegetation to be planted, the		Requirement met.	
		See Appendix D for Town Planning Drawings.	

Clause	34.01-6	Application	Response
requirements			
surfaces to be constructed, site works specification and method of preparing, draining, watering and maintaining the landscape area.			
If in the opinion of the responsible authority a requirement of the site description is not relevant to the evaluation of an application, the responsible authority may waive or reduce the requirement.			Not applicable. No waivers are requested.

An assessment against the decision guidelines contained in Clauses 34.02-7 is outlined in the table overleaf:

Clause 34.01-8 Decision guidelines	Response
General	
The Municipal Planning Strategy and the Planning Policy Framework.	Complies The proposal is consistent with the relevant objectives and strategies of the MPS and PPF. The proposal supports a compact commercial development outcome within an established retail centre, contributes additional (modest) commercial floor space, makes efficient use of existing infrastructure, and reinforces the role of the Separation Street commercial strip as a neighbourhood retail centre. See Section 5.2.1 for details.
The interface with adjoining zones, especially the relationship with residential areas.	Complies The Site is located within an established commercial strip adjoining compatible commercial and retail uses. TP1 and TP2 identify the surrounding built form, including commercial buildings (east and west), Separation Street (north), rear laneway and residential lots (south). The Site interfaces with a residential zone to the south. The nearest sensitive use (dwelling) is located approximately 6 metres south of the Site boundary. The Site is screened by an existing



Clause 34.01-8 Decision guidelines	Response
	Colorbond fence and separated by the rear laneway / road reserve. There are no likely upset conditions from the proposed shop / office premises or existing adjoining premises, which would result in the emission of fugitive air, dust or noise emissions. The proposed shop and office are compatible with existing interfaces. Both are low-intensity commercial uses anticipated by the C1Z. The proposal will not introduce an industrial, late-night, entertainment or otherwise intensive activity likely to generate unreasonable amenity impacts. It follows, that the development is not expected to cause unreasonable noise, overlooking, traffic, waste or operational impacts to nearby residential land or reverse amenity impacts to commercial land.
Buildings and Works	
The movement of pedestrians and cyclists, and vehicles providing for supplies, waste removal, emergency services and public transport. The provision of car parking.	The proposal maintains the established access patterns / flow of the commercial strip. Pedestrian access is provided from the Separation Street frontage and commercial forecourt, while vehicle access continues to be provided from the rear laneway. The drawings identify rear access, garage / store areas, one (1) car parking space, with swept path diagrams demonstrating standard vehicle entry and exit movements from the rear laneway. This arrangement appropriately separates the primary pedestrian interface from the vehicle access and servicing area. The proposal also benefits from existing pedestrian infrastructure and public parking within the commercial precinct. Waste collection can occur either via the Separation Street road reserve or rear laneway by private collection arrangement typical of small commercial premises. Emergency service access is available from the surrounding road network, including Separation Street. Complies The proposal provides one (1) on-site car space for the shop premises / tenancy, accessed from the rear laneway. The plans also identify the established public / communal parking area

Clause 34.01-8 Decision guidelines	Response
The streetscape, including the conservation of buildings, the design of verandahs, access from the street front, protecting active frontages to pedestrian areas, the treatment of the fronts and backs of buildings and their appurtenances, illumination of buildings or their immediate spaces and landscaping of land adjoining a road.	within the Separation Street commercial strip, including existing parking immediately adjoining the Site. A reduction in the statutory car parking requirement is sought under Clause 52.06. This is considered acceptable having regard to the small scale of the shop and office tenancies, the established on-street parking serving the commercial strip, the walkable neighbourhood catchment, pedestrian connections and the availability of public parking. Complies The proposal will make a positive contribution to the Separation Street streetscape by developing an underutilised commercial lot with a contemporary two-storey commercial building. The building has been designed with articulated elevations, glazing, contemporary materials and a scale consistent with the commercial strip. TP5 and TP6 show the proposed elevations and demonstrate the building’s presentation to adjoining public and commercial interfaces. The rear of the building is appropriately treated as a service and vehicle access interface to the rear laneway, including parking, access and storage. Landscaping is provided to the rear laneway interface, including low-level native and drought-tolerant planting. TP9 identifies landscaping at the rear and a detailed planting schedule. External lighting, if required, can be managed by standard permit condition to avoid unreasonable light spill.
The storage of rubbish and materials for recycling.	Complies Waste and recycling storage is capable of being accommodated within secure and enclosed areas of the building / rear service area and collected via the rear laneway or by private commercial collection. The proposal is for a small-scale shop and office and is not expected to generate unusual or intensive waste streams. Any commercial waste storage can be contained internally or within the rear service area so that bins are screened from the Separation Street frontage and do not obstruct pedestrian movement. A standard waste condition is invited to ensure compliance with waste storage locations and delivery timeframes

Clause 34.01-8 Decision guidelines	Response
Consideration of the overlooking and overshadowing as a result of building or works affecting adjoining land in a General Residential Zone, Housing Choice and Transport Zone, Neighbourhood Residential Zone, Residential Growth Zone or Township Zone. (continued)	for waste and recycling to the satisfaction of the Responsible Authority. Complies The adjoining properties (east and west) comprise non-residential uses in the C1Z. A residential lot in the General Residential Zone (GRZ) is located south of the Site at 3/34 Tallinn Street and is separated by a six (6) metre wide unnamed road reserve. <u>Overlooking</u> The nearest potentially affected secluded private open space (SPOS) comprises an area of approximately 3 metres x 5.5 metres and is enclosed by an approximately 1.8 metre-high fence. This SPOS area is located to the south-west of the Site and is located ~6 metres from the site boundary and ~19 metres (horizontal distance) from the proposed window at the proposed southern elevation. A garage building on the same residential lot interfaces with the length of the Site's southern boundary (~6 metres). Standard A4-4 seeks to limit views from a habitable room window, balcony, terrace, deck or patio into the secluded private open space of an existing dwelling within a horizontal distance of 9 metres, with views assessed within a 45-degree angle from the plane of the window and from a height of 1.7 metres above floor level. The proposed first-floor office contains a south-facing window which provides an outlook toward the rear laneway. A three (3) metre long wingwall extending to the height of the first-floor roof is designed from the southern wall along the east and west boundary. The actual horizontal separation between the proposed office window and the secluded private open space is ~19 metres. The relevant secluded private open space therefore falls wholly outside the 9 metre assessment distance prescribed by Standard A4-4. It follows, that it is unnecessary to rely upon the existing 1.8 metre-high fence or to introduce obscure glazing, screening,

Clause 34.01-8 Decision guidelines	Response
	raised sill heights or other architectural measures to demonstrate compliance with the Standard. The substantial physical separation provided in this instance, including the intervening rear laneway, ensures that the nearest residential SPOS is well beyond an acceptable limit. Accordingly, the proposal complies with Standard A4-4 without modification, and no overlooking treatment is required to the south-facing first-floor office window. <u>Overshadowing</u> The submitted shadow diagrams (see SD1 & SD2) show that the proposed development casts its most extensive shadow during the morning period, with the shadow pattern progressively shifting and reducing across the day. By 12pm and 3pm on 22 September, the shadow cast by the proposed building is substantially displaced from the adjoining commercial roofs and is directed toward the rear laneway.
The impact of overshadowing on existing rooftop solar energy systems on dwellings on adjoining lots in a General Residential Zone, Housing Choice and Transport Zone, Mixed Use Zone, Neighbourhood	Complies. There are no existing roof top solar panels on adjoining development. See TP1 (Appendix D) and Figure 2 for details of roof top structures. The submitted shadow diagrams (see SD1 & SD2) show that the proposed development casts its most extensive shadow during
Residential Zone, Residential Growth Zone or Township Zone.	the morning period, with the shadow pattern progressively shifting and reducing across the day. By 12pm and 3pm on 22 September, the shadow cast by the proposed building is substantially displaced from the adjoining commercial roofs and is directed toward the rear laneway. It follows, that the proposal does not sterilise the adjoining roof areas from future solar use. A future owner would retain the ability to locate photovoltaic panels on roof planes and roof areas that remain comparatively unaffected by the development’s shadow, with panel positioning and system design able to respond to the particular solar orientation and shading conditions at the time of installation.

Clause 34.01-8 Decision guidelines	Response
The design of buildings to provide for solar access.	Complies The building has been designed to provide reasonable solar access and internal amenity within the constraints of a compact commercial infill site. There is extensive glazing at the northern frontage, and the office is located at first floor level and includes windows and skylights. The roof plan includes provision for a 5mW solar system.
The objectives, standards and decision guidelines of Clause 54, Clause 55 and Clause 57. This does not apply to an apartment development.	Complies The proposal does not compromise a dwelling. The proposal also does not fetter the overlooking or overshadowing objectives of Clause 54.

In light of the above, it is considered that the proposal responds appropriately to the purpose and decision guidelines of the Commercial 1 Zone.

5.2.3. Does the proposed car parking reduction appropriately respond to the car parking demands pursuant to Clause 52.06-7?

The application requirements and decision guidelines of Clause 52.06-7 contain relevant matters that a responsible authority must consider before deciding on an application to reduce car parking spaces. A total of three (3) car parking spaces are sought to be reduced by the application. As the reduction sought after relates to the 'shop' use, the assessment of car parking demand is isolated to the proposed (unspecified) 'shop' use.

See below for an assessment of relevant matters commensurate with the context of the Site and complexity of the proposal in the table below / overleaf.



Clause 52.06-7 Applications to reduce the car parking requirement (Car Parking Demand Assessment) Response

The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use.

The proposal is located within an established commercial strip historically comprising retail, food and drinks premises, restricted recreation facilities and professional services. The proximity and complementary nature of these uses is likely to encourage linked and multi-purpose trips whereby patrons may possibly visit multiple premises during a single journey. The proposed shop will benefit modestly from existing customer movements, reducing the overall unique parking demand likely to be attributable to the proposed shop premises.

The variation of car parking demand likely to be generated by the proposed use over time.

The proposed shop premises is small in scale and is anticipated to generate modest car parking demand. Demand is unlikely to remain constant (as typical for 'shop' uses) and will vary according to trading hours and customer activity.

The short-stay and long-stay car parking demand likely to be generated by the proposed use.

The majority of parking associated with 'shop' is expected to comprise short-duration customer visits typical of shop uses. Employee parking demand is anticipated to be minimal, having regard to the scale of the tenancy and expected staffing levels. One (1) car parking space is provided for staff and other conventional vehicle generation. Accordingly, the proposal is expected to generate limited long-stay parking demand within the public customer parking area.

The availability of public transport in the locality of the land.

The nearest public transport service comprises the PTV bus stop on Thompson Street, approximately 250 metres north east (as the crow flies) of the Site. The level of public transport accessibility in Bell Park is generally good and is accessible by scheduled bus services linking Bell Park to other surrounding centres. The proposal therefore provides reasonable opportunities for alternative transport modes.



Clause 52.06-7 Applications to reduce the car parking requirement (Car Parking Demand Assessment) Response

The convenience of pedestrian and cyclist access to the land.

The commercial strip has been designed to prioritise pedestrian access, with pedestrian footpath areas separating customer parking from shop entrances. Although dedicated bicycle lanes are not provided within the Street, the surrounding road network comprises large carriageways suitable for local bicycle access.

The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.

Ten (10) bicycle hoops are already provided within the pedestrian forecourt adjoining the Separation Street service lane, encouraging cycling as an alternative mode of transport. Given the small scale of the proposed shop and the provision of secure storage within the building, the proposal provides an appropriate level of bicycle accessibility having regard to the surrounding commercial context.

The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land.

ABS Census data (*2021 Census of Population and Housing*) derived from id. For City of Greater Geelong ([Number of cars per household | City of Greater Geelong | Community profile](#)) illustrates that one-vehicle households represent the most common vehicle ownership category in North Geelong / Bell Park. Meaning, there is a generally reasonable expectation that public transport will cater for trips to commercial and activity centres by staff and some customers.

Customer parking demand associated with the shop is expected to remain modest due to the limited floor area and neighbourhood-serving role of the tenancy.

Any empirical assessment or case study.

While formal parking occupancy surveys have not been undertaken for this application, historical aerial imagery between 2021 and 2026 consistently demonstrates that the communal customer parking area has generally operated with spare parking capacity. Across multiple years, it can be observed that car parking spaces remain unoccupied during daylight hours. Although aerial imagery cannot



Clause 52.06-7 Applications to reduce the car parking requirement (Car Parking Demand Assessment) Response

(continued)

establish peak parking demand, it provides supporting evidence that the communal parking supply has historically accommodated customer demand without full saturation/occupancy. Furthermore, the existing commercial strip has historically operated on the basis of shared customer parking established through the original subdivision and subsequent planning permits. There are fourteen (14) lots that benefit from the 90 line-marked car parking spaces, which are shared throughout the day.

Having regard to the matters identified in Clause 52.06-7, it is submitted that the proposed reduction of three (3) car parking spaces is appropriate and will not result in an unreasonable parking outcome.

The proposal is a small-scale mixed-use development within an established commercial strip that has historically relied upon a communal customer parking supply established through the original subdivision. The commercial tenancy is expected to generate relatively modest short-stay parking demand. The opportunities for linked trips, existing bicycle facilities, walkable catchment, availability of alternate modes of transport and historical operation and occupancy of the Separation Street parking area collectively support the case for a proposed reduction.

Accordingly, the proposed car parking provision is considered to satisfy the purpose of Clause 52.06 and the decision guidelines of Clause 52.06-7.



6. Conclusion

This town planning report details the proposal and has made an assessment against the relevant policy and planning controls of the Greater Geelong Planning Scheme.

The proposal is considered appropriate for the following reasons:

- The proposal is supported by relevant local urban design and built form policy for a mixed-use development;
- The proposal is an appropriate response to the relevant planning controls affecting the Site, providing a design and function that is responsive to the role and scale of the area and the surrounding physical context.
- The proposal will make an attractive addition to the built form and character of the local area with high-quality materials suited to the mixed-use environs.
- The proposal is strategically located and compatible with surrounding land uses and nearby buildings.
- The proposed buildings and works have been designed to avoid any likely detrimental or adverse amenity impacts in relation to visual impact; noise; air emissions; traffic (including access), parking, loading and unloading; and rubbish removal and storage.
- The proposal comprises adequate car parking provision (including justification for where a reduction is sought after) and loading/unloading is available on site.
- The proposal will assist in growing and diversifying the local retail and professional services economy and associated employment sectors.

It is the conclusion of this report that the application is consistent with the purposes and intent of the planning controls and policy framework of the Greater Geelong Planning Scheme.

It follows as the recommendation and request of this report that Council issue a planning permit for the proposal.

We highly commend the application to Council, and look forward to working with Council during the assessment of the application.

August 2026



Appendices

Appendix A	Certificate of Title
Appendix B	Planning Property Report
Appendix C	Site Photos
Appendix D	Town Planning Drawings
Appendix E	ESD Statement
Appendix F	Feature & Level Survey & Services Plan

