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PLANNING SUBMISSION

SITE: 279 TORQUAY ROAD, GROVEDALE

MUNICIPALITY: GREATER GEELONG

PROPOSAL: MEDICAL CENTRE

DATE: APRIL 2026

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1. INTRODUCTION

This document is an overview of the proposed medical centre at 279 Torquay Road, Grovedale.

The application involves the construction and use of a medical centre on the site.

2. SUBJECT SITE

The subject site comprises two parcels of land being 279 Torquay Road, Grovedale and part of 7 Flower Court, Grovedale.

The Torquay Road lot is rectangular in form with a frontage of approximately 15.24 metres to Torquay Road and a depth of 39.62 metres, giving a site area of 604m². The land is generally flat and currently contains a single-storey dwelling with associated outbuildings, which are to be demolished to enable the development.

The second parcel is the adjoining lot at 7 Flower Court, has a total area of 1,004m². A portion of this lot of approximately 351.11m² is to be excised and consolidated with the Torquay Road lot to form the development site. This portion adjoins the common rear boundary and will provide additional land for vehicle access and car parking associated with the proposed medical centre. The balance of 7 Flower Court will continue to accommodate a dwelling on a reduced allotment.

Following consolidation, the combined development site will have a total area of 955.11m², with primary access from Torquay Road. The Flower Court site will continue to be accessed via that street.

The land is zoned General Residential Zone – Schedule 1 under the Greater Geelong Planning Scheme. Torquay Road to the north is zoned Transport Zone – Schedule 2. The site is not affected by any overlays.

3. SURROUNDING AREA

The subject land is situated on the western side of Torquay Road within the established suburban area of Grovedale. The immediate surrounds are mixed in character, with both residential and non-residential land uses evident along the corridor.

To the east, on the opposite side of Torquay Road, the land use pattern is a mix of residential and commercial. This includes a number of medical and allied health premises, a childcare centre, as well as convenience retail and other small-scale commercial activities. These uses reflect the established role of Torquay Road as a key activity and transport corridor.

To the north and south along the western side of Torquay Road, development comprises a combination of single dwellings and non-residential uses with direct access to the arterial road. The built form is generally low-rise at one to two storeys, with front setbacks accommodating driveways and landscaping.

To the immediate west, the site adjoins the rear boundaries of properties fronting Flower Court. This pocket is residential in character, containing single-storey dwellings on standard suburban lots with established gardens and private open space areas.

The broader context is predominantly residential, although Torquay Road supports a pattern of commercial and community-based land uses interspersed with housing. The corridor is serviced by regular bus routes providing direct connections to central Geelong and Waurn Ponds.

INTRODUCTION

FIGURE 1 - WEST SIDE OF TORQUAY ROAD



FIGURE 2 - WEST SIDE OF TORQUAY ROAD



INTRODUCTION

FIGURE 3 - NORTH SIDE OF TORQUAY ROAD



4. PROPOSAL

The proposal seeks approval for the use and development of the land at 279 Torquay Road, Grovedale, in conjunction with part of the adjoining land at 7 Flower Court, Grovedale, for a new medical centre (dental practice). The site is within the General Residential Zone – Schedule 1 of the Greater Geelong Planning Scheme. Torquay Road to the east is zoned Transport Zone 2.

Medical centre is defined at clause 73.03 of the Greater Geelong Planning Scheme as:

- Land used to provide health or surgical services (including preventative care, diagnosis, medical and surgical treatment, pathology services, and counselling) to out-patients only.

The medical centre is proposed as a two-storey purpose-built facility, containing six consulting rooms supported by reception, waiting, sterilisation, recovery and ancillary staff areas. The first floor will include staff amenities, office and storage facilities.

The operation of the use will involve up to eight staff members (including six practitioners) on site at any one time. The proposed hours of operation are:

- Monday - Friday: 8.30am – 5.45pm
- Saturday: 9.00am – 3.00pm

Vehicular access will be provided via a widened crossover to Torquay Road, with circulation through to car parking areas extending into the rear land at 7 Flower Court. In total, the development provides for 12 on-site car parking spaces, comprising 7 staff spaces and 5 patient spaces, together with bicycle parking facilities.

A detailed assessment of the carparking layout and provision is provided in a separate report prepared by Quantum Traffic.

The proposal results in a partial reduction of the residential lot at 7 Flower Court to facilitate parking and site access, while retaining the existing dwelling on the balance of that land as a residential property. New fencing will delineate the new boundary between the properties.

Architecturally, the building will present as a contemporary form with a mix of brick, aluminium cladding and rendered finishes, articulated across the two levels. The ground floor footprint is approximately 204m², with a first floor area of approximately 72m². Landscaping will be introduced around the building and along site boundaries to soften the built form and provide visual relief.

5. MELWAYS REFERENCE

Map 465, H7

6. ZONING

- General Residential Zone - Schedule 1

7. PREVIOUS VCAT DECISION

The Council have raised concern with the proposal, particularly in relation to practitioner numbers in light of a recent VCAT decision for a medical centre in Aberdeen Street Newtown. The relevant case is *Keras v Greater Geelong CC [2025] VCAT 577*.

There are however a number of significant differences between the two applications including the following:

- The Newtown application was situated within the Neighbourhood Residential Zone as opposed to the higher order General Residential Zone. In particular, the Tribunal noted at paragraph 13 *"It is a 'lower order' residential zone. That is, it is not, for example, a General Residential Zone where higher forms and more intense development are anticipated"*.
- The Newtown application was situated in a Design and Development Overlay which sought to protect views and had a specific emphasis on design, siting, size and bulk of the development.
- The Newtown proposal sought seven as opposed to six practitioners.
- In relation to practitioners, the Tribunal noted that the policy *"provides guidance and does not prohibit or mandate"*, and that a *"medical centre with five or seven practitioners may or may not be granted a permit"*.
- The Newtown application was located in part along a local access street as noted in paragraph 17 of the decision.
- The site context was completely different with the Newtown site having a frontage to three streets, which the Tribunal described in its conclusion as not only an opportunity but also a constraint.
- The Grovedale site is situated along a major and busy arterial in an extremely robust environment. As is the case with any arterial road of this nature, a number of non-residential uses are present.
- At the same paragraph, the Tribunal noted that the proposal would *"isolate the remaining residential properties located between the review site and the childcare centre"*. This proposal does not isolate any residential properties given that it abuts a non-residential use to the south.
- The Tribunal criticised the scale and appearance of the proposed Newtown development. It is noted that the two applications are situated within completely different built form environments with

the current Grovedale application being situated on a robust and diverse main road environment.

- Carparking was significantly more dominant in the Newtown application. The Tribunal at paragraph 20 noted “*I do not consider that a site that is dominated by ground level car parking responds to the area or is an acceptable design outcome in this residential area*”.
- The Tribunal found that the increase in traffic would impact surrounding residential properties. Given the context of the Grovedale site, any increase in traffic would be inconsequential in the surrounding road network.
- Finally, the Tribunal noted that the Newtown application could be located within a nearby commercial zone. While this is technically true for any application, there has been no land suitable for the proposed use identified in a commercial zone in the area.

FIGURE 4 - LOCATION PLAN

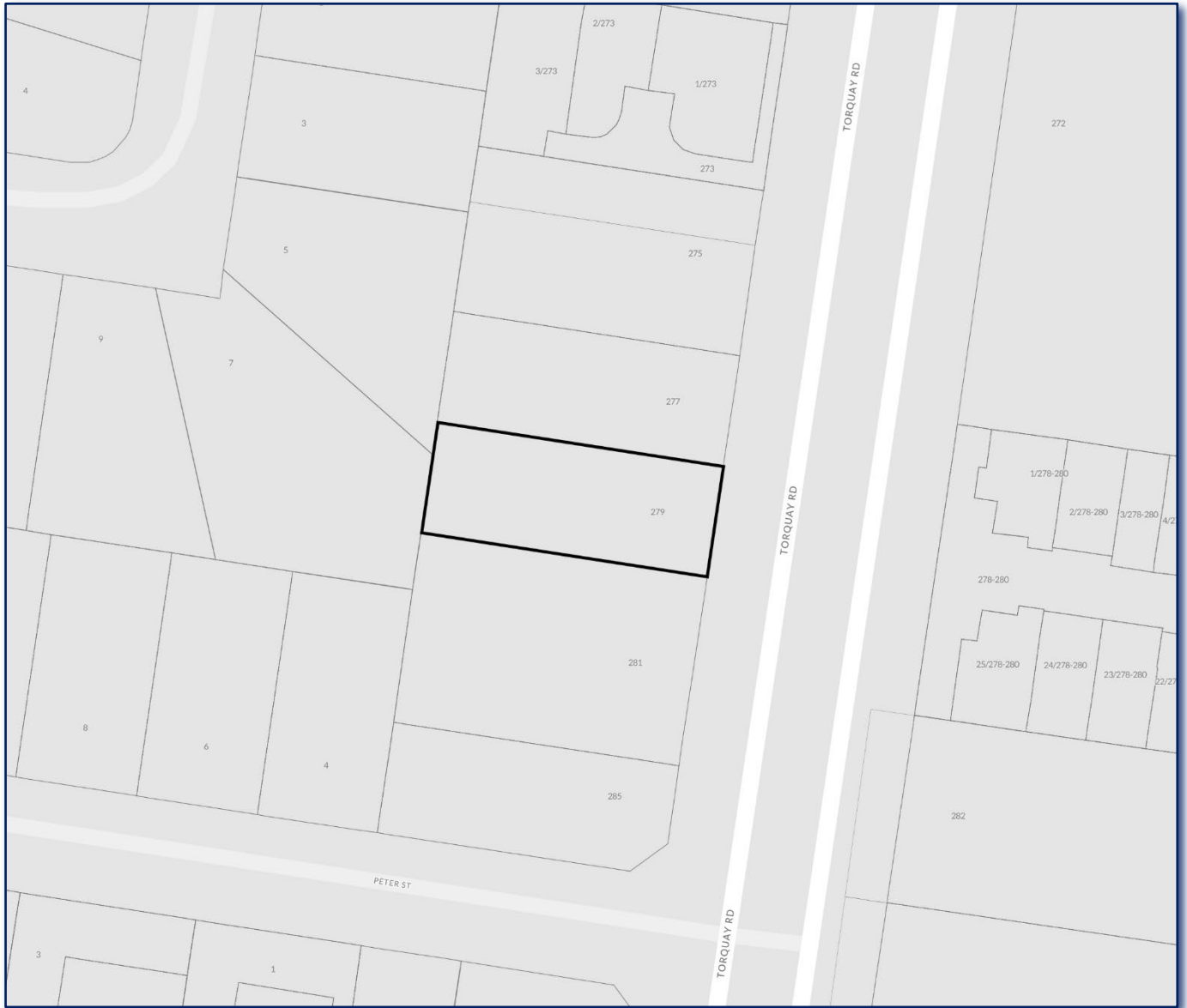
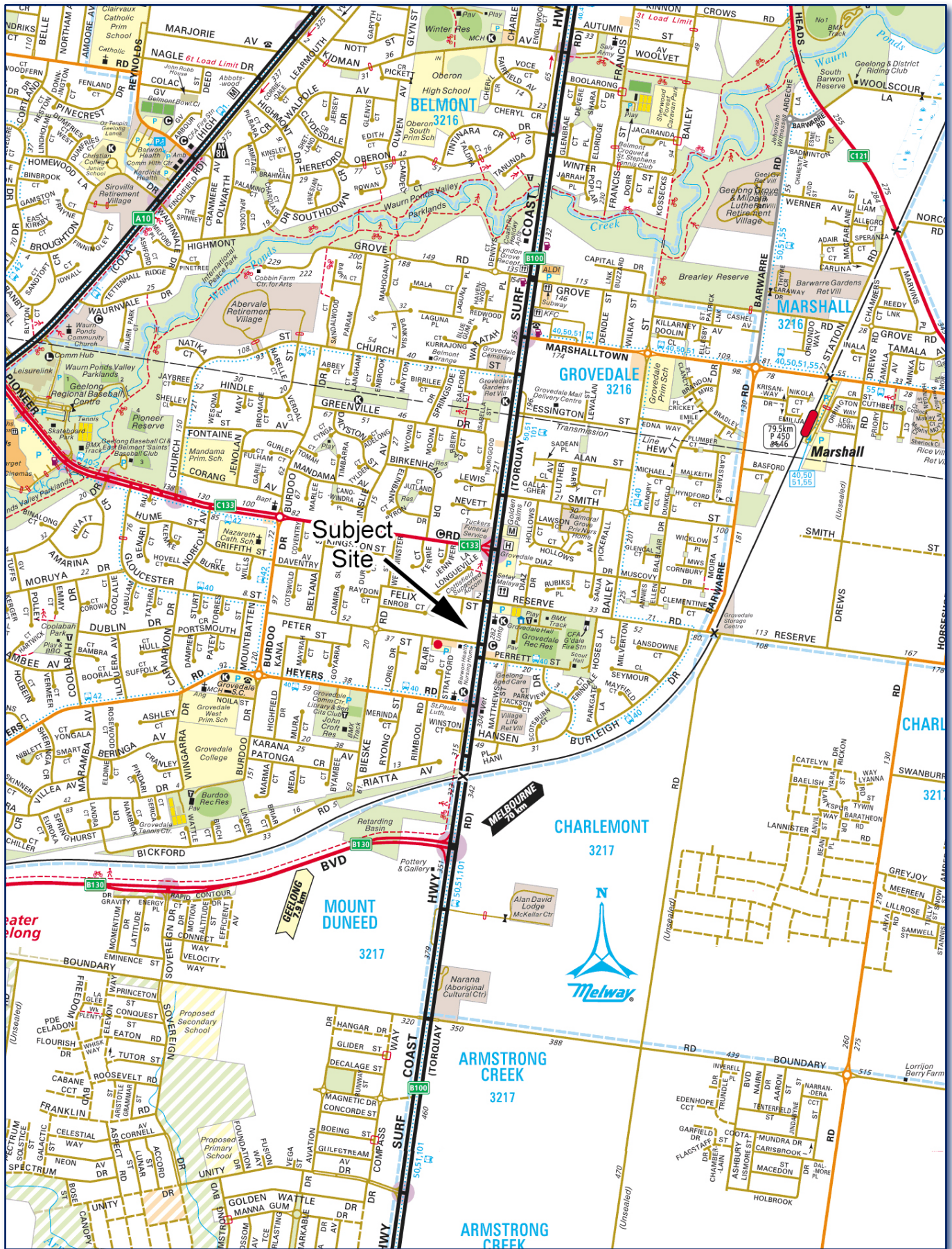


FIGURE 5 - AERIAL PHOTOGRAPH



FIGURE 6 - SITE CONTEXT PLAN



8. PLANNING CONTROLS

8.1 GENERAL RESIDENTIAL ZONE - SCHEDULE 1

The purpose of the zone is as follows:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To encourage development that is responsive to the neighbourhood character of the area.
- To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.
- To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.

Medical centre is defined at clause 73.03 of the Greater Geelong Planning Scheme as:

- Land used to provide health or surgical services (including preventative care, diagnosis, medical and surgical treatment, pathology services, and counselling) to out-patients only.

Clause 32.08-2 notes the following at section 1 in the table of uses:

Medical centre

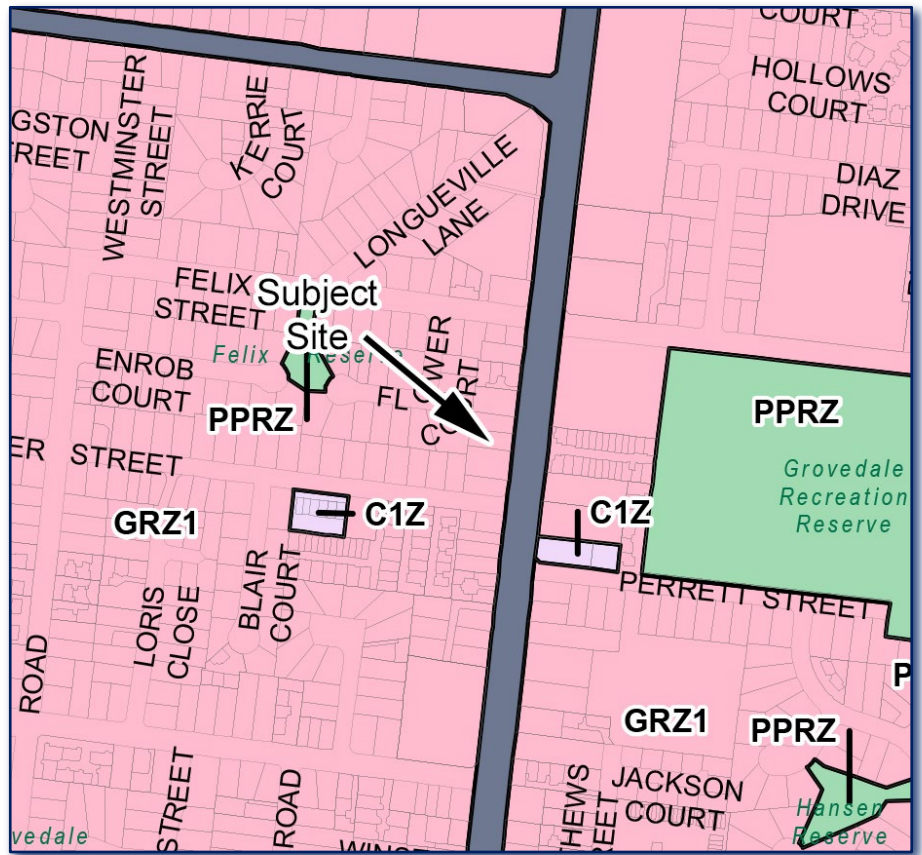
- The gross floor area of all buildings must not exceed 250 square metres.
- Must not require a permit under Clause 52.06-3.
- The site must adjoin, or have access to, a road in a Transport Zone 2 or a Transport Zone 3.

Although the site adjoins a Transport Zone 2 and does not trigger a permit requirement under clause 52.06-3, the building will exceed 250m² in area. As such, the use falls into section two and a permit is required.

A permit is also required at Clause 32.8-10 for building or works associated with a Section 2 use.

The schedule does not contain any neighbourhood character objectives, variations to clause 54 or 55, application requirements, decision guidelines or variations to the height requirement.

FIGURE 7 – GENERAL RESIDENTIAL ZONE - SCHEDULE 1



8.2 CLAUSE 52.06 – CAR PARKING

The purpose of this clause is as follows:

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

Under the newly revised carparking requirements, the site is situated within category 2. The requirement is now based on leasable floor area as opposed to practitioners. The statutory parking requirement is 10 spaces. In this instance, the 12 spaces provided satisfies the statutory carparking requirements.

There are therefore no permit triggers in relation to clause 52.06.

Further details regarding parking including a demand assessment are provided in a separate report prepared by Quantum Traffic.

8.3 CLAUSE 52.29 – LAND ADJACENT TO THE PRINCIPAL ROAD NETWORK

The purpose of this clause is as follows:

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

The clause notes that a permit is required to create or alter access to a road in a Transport Zone 2.

Torquay Road is a Transport Zone 2.

8.4 CLAUSE 52.34 – BICYCLE FACILITIES

The purpose of this clause is as follows:

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

The statutory bicycle parking requirement is a total of three spaces. This is comprised of a single employee space, and two visitor spaces.

A total of three spaces are provided.

Further details regarding bicycle parking are discussed in the accompanying traffic report.

9. PLANNING POLICY FRAMEWORK

Aspects of the Planning Policy Framework are listed below.

9.1 CLAUSE 02 – MUNICIPAL PLANNING STRATEGY

Clause 02.03-1 notes the following strategic directions in relation to Settlement:

-
- Direct and contain growth within identified locations across the municipality.
 - Minimise the economic, environmental, visual and servicing impacts of residential development on rural areas.
 - Maintain the unique township, landscape, tourism, farming and environmental values of the Bellarine Peninsula.
 - Maintain the unique identity of Greater Geelong and its townships.
 - Locate and design urban areas to mitigate the potential impacts of climate change.
 - Limit rural living developments to existing zoned land in Lara, Drysdale/Clifton Springs,
 - Wallington, Waurm Ponds, Lovely Banks, Batesford, Fyansford, Leopold, Newcomb, Moolap, Curlewis, Portarlington and Ocean Grove.
-

The proposal responds appropriately to the settlement directions of the Planning Scheme. The subject land is within the established urban area of Grovedale, an identified location for urban growth and consolidation. The medical centre use will not result in any encroachment into rural or non-urban areas.

The consolidation of the subject land supports an efficient use of land within the existing urban area. The proposal also represents a logical development outcome which reinforces the established role of Torquay Road as a mixed-use corridor.

The proposal further maintains support for a high-quality and accessible local health service in a well-established suburban setting.

Clause 02.03-3 notes the following strategic directions in relation to Environmental risks and amenity, and in particular Amenity:

-
- Non-residential uses can reduce the amenity of residential areas through impacts from traffic, car parking, hours of operation, appearance and noise. In order to maintain the residential character and amenity of an area it is important that non-residential uses are well-located and managed. To protect residential areas it is important to discourage the encroachment of incompatible uses.
-

The policy acknowledges that non-residential uses can impact residential amenity through factors such as traffic, car parking, hours of operation, building appearance and noise. It seeks to ensure that such uses are appropriately located and managed.

The subject land is situated on the western side of Torquay Road, a major arterial road where a mix of residential and non-residential uses are already established within a robust urban environment. The location is therefore appropriate for a medical centre, being within a highly accessible transport corridor and consistent with the role of Torquay Road as a service spine.

Potential amenity impacts have been considered through the design and layout. The consolidation of land provides sufficient site area to accommodate car parking, site access and landscaping in a manner that minimises effects on adjoining residential properties. Hours of operation are limited to daytime and early evening periods, thereby avoiding late-night activity. The proposed built form is two storeys and has been designed with setbacks and landscaping to mitigate visual impacts on neighbouring dwellings in Flower Court, and also the surrounding area.

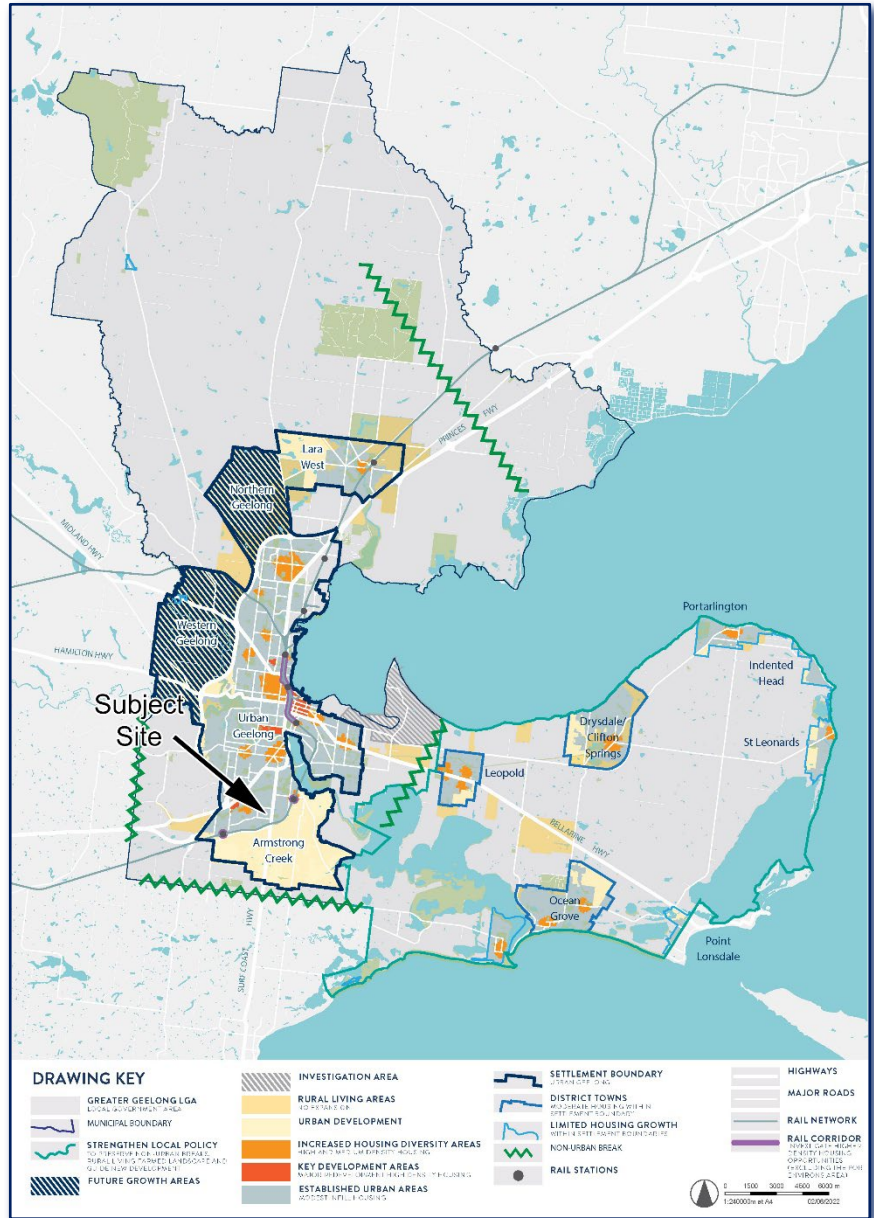
Clause 02.03-5 notes the following strategic directions in relation to Built environment and sustainability.

-
- Ensure that development enhances Geelong’s sense of place and identity.
 - Support the design and provision of healthy, walkable neighbourhoods.
 - Encourage environmentally sustainable design in all development.
 - Encourage all development to provide high quality urban design and landscaping.
-

The design provides a clearly articulated built form with quality materials and finishes. Landscaping will be integrated into the frontage and site edges, contributing positively to the streetscape presentation.

The medical centre supports the concept of a healthy and walkable neighbourhood by providing accessible dental services within the local community. The land is within convenient walking and cycling distance for surrounding residents and is well connected by public transport.

FIGURE 8 – MUNICIPAL FRAMEWORK PLAN



9.2 CLAUSE 13 – ENVIRONMENTAL RISKS AND AMENITY

CLAUSE 13.05-1S - NOISE MANAGEMENT

Objective:

- To assist the management of noise effects on sensitive land uses.

Strategy:

- Ensure that development is not prejudiced and community amenity and human health is not adversely impacted by noise emissions.
 - Minimise the impact on human health from noise exposure to occupants of sensitive land uses (residential use, child care centre, school, education centre, residential aged care centre or hospital) near the transport system and other noise emission sources through suitable building siting and design (including orientation and internal layout), urban design and land use separation techniques as appropriate to the land use functions and character of the area.
-

The objective of the clause is to assist the control of noise effects on sensitive land uses. Strategies seek to ensure that development is designed and managed to reduce exposure to noise, and that noise-sensitive uses are protected from unreasonably high levels of noise.

The subject site is located on the western side of Torquay Road, a busy arterial corridor that already accommodates a mix of residential and non-residential land uses. The location is appropriate for a medical centre, given Torquay Road carries high traffic volumes and forms part of a mixed-use environment where a level of activity and associated noise is anticipated.

The operating hours are restricted to daytime and early evening periods (Monday–Friday 8.30 am to 5.45 pm and Saturday to 9.00 am to 3.00 pm). These hours avoid late-night operation and will not give rise to unreasonable noise impacts during sensitive evening or night-time periods.

The primary potential noise sources are car parking activity, vehicle movements, waste collection and air-conditioning/plant equipment. Car parking areas have been located within the consolidated land and are separated from adjoining private open space by new boundary fencing. Mechanical plant is to be located within a designated plant room and screened to minimise noise transmission.

Waste storage areas are positioned within the site and will be serviced in accordance with Council's requirements.

CLAUSE 13.07-1S - LAND USE COMPATIBILITY

Objective:

- To protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts.

Strategies:

- 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.
-

The subject site is located on Torquay Road, a major arterial corridor that accommodates a mix of residential and non-residential activities, including existing medical and commercial uses. This context is inherently more robust in its capacity to accommodate additional non-residential activity compared to the surrounding residential hinterland.

It is also a location which has seen the establishment of a number of non-residential uses, similar to that proposed in this case.

The site interfaces with residential land to the west, fronting Flower Court, and to the north on Torquay Road. The proposal incorporates measures such as new 2.1 metre high fencing, boundary landscaping, and the siting of car parking to ensure visual and acoustic buffering from adjoining private open space.

CLAUSE 13.07-1L-01 - NON-RESIDENTIAL USES IN RESIDENTIAL ZONES

This policy applies to the use or development of land for a use in section 2 of the Residential Growth, General Residential or Neighbourhood Residential Zones.

Objectives

- To provide for non-residential uses that serve the needs of the local community.
 - To support non-residential uses that are compatible with the residential character, scale and amenity of neighbourhoods.
-

The medical centre responds to the policy objective by delivering an accessible health service for the Grovedale community in a location that balances community need with residential amenity considerations. Its siting on Torquay Road is a location that already accommodates a number of non-residential uses and enables service delivery without undermining the character and amenity of the residential neighbourhood.

The proposal is of a scale and intensity that is compatible with its residential context and will not introduce an unreasonable land use conflict.

Location strategies

- Locate non-residential uses on sites that have access to a road in a Transport Zone.
 - Discourage non-residential uses from locating on sites in a local access street or lane.
 - Locate non-residential uses where they will benefit and be convenient to local residents.
 - Avoid a concentration of non-residential uses where it would:
 - Create a de-facto commercial area.
 - Isolate residential properties.
 - Contribute to unplanned expansion of commercial or mixed use zones into surrounding residential land.
-

Location policy guidelines

Consider as relevant:

- Directing shops, offices, taverns and larger medical centres (5 or more practitioners) to commercial zones.
 - Supporting commercial uses in residential zones within a 400 metre radius of an existing commercial zone only where the use cannot be reasonably located within the nearby commercial zone.
-

The subject land fronts Torquay Road, a major arterial road within the Transport Zone 2, and is therefore an appropriate location for a non-residential use in accordance with the strategy to locate such uses on roads capable of accommodating additional traffic and activity. The site is not located within a local access street or laneway, and its direct access to a main road ensures that traffic associated with the use is appropriately managed without unreasonable impact on the surrounding residential street network.

The proposal will provide a medical service that is convenient and accessible to the surrounding residential community. A dental clinic is a service-based use that typically draws from a local catchment, and its location on Torquay Road ensures both high visibility and ease of access for nearby residents, including those travelling by car, bicycle or on foot. This outcome is consistent with the strategy to locate non-residential uses where they will benefit and be convenient to local residents.

While the locality contains a number of existing non-residential uses along Torquay Road, the proposal does not result in an inappropriate concentration of such uses. Rather, it reflects the established pattern

of incremental non-residential development along a main road interface, without creating a de-facto commercial strip or isolating residential properties. The surrounding residential areas remain intact and are not compromised by the introduction of this use. The proposal does not represent an unplanned expansion of a commercial zone, but instead a logical and policy-supported outcome for a main road site that already exhibits a mixed-use character.

In relation to the policy guideline directing larger medical centres (being those with five or more practitioners) to commercial zones, it is acknowledged that the proposal includes six practitioners and therefore falls within this category. However, the guideline is not absolute and requires consideration of whether the use can reasonably be accommodated within a nearby commercial zone. In this instance, no suitably located or configured land within a commercial zone has been identified that would accommodate a purpose-built medical facility of this scale and operational requirements.

Furthermore, the site's location on a major arterial road, combined with its interface to an established pattern of non-residential uses, provides a context that is functionally and visually comparable to a commercial environment. The proposal is therefore able to achieve the underlying intent of the policy by delivering a larger medical facility in a location that is accessible, appropriately serviced and capable of accommodating its operational demands, without adverse amenity outcomes.

Amenity strategies

Protect the amenity of the surrounding area from:

- Noise, light and odours emitted from the site.
 - Disturbance associated with the hours of operation.
 - Manage the loading and unloading of vehicles to minimise detrimental impacts on residential amenity.
-

Amenity policy guidelines

Consider as relevant:

- Encouraging non-residential uses to locate on sites where they will not unreasonably affect the amenity of the surrounding residential area due to existing conditions or locational attributes.
 - Whether noise attenuation measures should be provided.
 - Designing or locating all external noise sources (such as air-conditioning, heating, plant equipment etc) to minimise noise emissions to adjoining properties.
 - Limiting loading and unloading of vehicles to between the hours of 8am and 6pm.
-

The guidelines require consideration of whether the use protects residential amenity. In this case:

- Noise is contained entirely within the building structure.
- Traffic is managed by containing all vehicle access to Torquay Road.
- Parking is provided at a rate exceeding the recently amended statutory Planning Scheme requirements.
- Visual impacts are moderated through articulation, setbacks and contemporary designs.
- Hours of operation are modest and avoid night-time operation.
- Mechanical plant is acoustically screened and located away from sensitive interfaces.
- Loading can be limited between the hours of 8 AM and 6 PM if required.

Collectively, these measures ensure the amenity of nearby residents is appropriately managed.

Design and siting strategies

- Facilitate the re-use of buildings originally built for non-residential purposes.
 - Site and design buildings to respect the siting and layout of adjacent buildings.
 - Design development to respect the existing neighbourhood character and reflect a residential scale and appearance, particularly with regard to:
 - Building and roof form.
 - Building height and setback.
 - Design detail (including façade articulation, verandahs, window and door style and placement).
 - Building materials.
 - Colours and finishes.
 - Locate air-conditioning, heating and plant equipment to avoid being visible from the public realm and adjoining properties.
-

Design and siting policy guideline

Consider as relevant:

Whether development is consistent with the following objectives / standards:

- Clause 54.03-1 Street setback.
 - Clause 54.04-1 Side and rear setbacks.
 - Clause 54.04-2 Walls on boundaries.
 - Clause 54.04-3 Daylight to existing windows.
 - Clause 54.04-4 North facing windows.
 - Clause 54.04-5 Overshadowing open space.
-

The building is two storeys in height, consistent with General Residential Zone Schedule 1 height expectations, while it is oriented to address Torquay Road, reinforcing the primary street frontage.

The design proposes a contemporary built form outcome providing a mix of materials and finishes which reflect the varying architectural forms along the main road.

The upper level component is contained towards the front of the site minimising the individual bulk impacts to the rear of surrounding residential properties. Upper level windows are also situated in locations which limit overlooking opportunities to adjoining properties. Where potential for overlooking exists, screening has been provided.

Landscaping is proposed along all property boundaries respecting the residential context.

Consistent with the guidelines, the relevant clause 54 standards are met.

Landscaping strategies

- Provide planting on site that maintains the landscape character of the area.
- Retain significant trees where practicable.
- Set aside the front setback of sites for landscaping.
- Provide landscape buffers between adjoining properties and areas used for access and parking on the site.

Landscaping policy guideline

Consider as relevant:

- Providing a minimum 1.5 metre landscaped buffer to separate accessways and car parking areas from adjoining residential properties.

Landscaping capacity has been provided along all site boundaries. Although a 1.5 metre buffer has not been provided at all interfaces, the layout of the site provides capacity for a planted buffer around most of the perimeter of the site.

The car parking area to the rear has been landscaped in a manner which will minimise the perception of hard paving and provide an improved outcome compared with existing site conditions.

Further, the extent of landscaping provided is consistent with other non-residential uses in the immediate vicinity.

Car parking and traffic strategies

- Locate car parking areas so they do not dominate the streetscape by locating them at the side or rear of the site.
 - Support uses where the traffic generated by the use can be accommodated within the surrounding street network.
 - Support uses that can accommodate parking on site and do not create significant increases in on-street parking demand.
-

Apart from the disabled space, parking is contained the rear of the site minimising impact on the street and surrounding area. Although a single space is provided in the front setback this is in the form of a disabled space which requires convenient access to the building entry.

Carparking has been provided on-site at a rate which exceeds the recently revised Planning Scheme requirements. As such, there are no permanent triggers in relation to carparking.

Traffic generated by the relatively small-scale nature of the use would not have a perceptible impact on the surrounding road network.

A full assessment of car parking is provided in the accompanying traffic assessment.

9.3 CLAUSE 15 - BUILT ENVIRONMENT AND HERITAGE

Clause 15 relates to built environment and heritage, and notes the following relevant clauses.

CLAUSE 15.01-1S - URBAN DESIGN

Objective:

- To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.

Strategies include:

- Require development to respond to its context in terms of character, cultural identity and heritage, natural features, surrounding landscape and climate.
 - Ensure the interface between the private and public realm protects and enhances personal safety.
 - Ensure that development provides landscaping that supports the amenity, attractiveness and safety of the public realm.
 - Ensure that development, including signs, minimises detrimental impacts on amenity, on the natural and built environment and on the safety and efficiency of roads.
 - Promote good urban design along and abutting transport corridors.
-

CLAUSE 15.01-2S - BUILDING DESIGN

Objective:

- To achieve building design and siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable development.

Strategies include:

- Ensure a comprehensive site analysis forms the starting point of the design process and provides the basis for the consideration of height, scale, massing and energy performance of new development.
 - Ensure development responds and contributes to the strategic and cultural context of its location.
 - Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.
 - Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.
 - Ensure development provides landscaping that responds to its site context, enhances the built form, creates safe and attractive spaces and supports cooling and greening of urban areas.
-

CLAUSE - 15.01-5S NEIGHBOURHOOD CHARACTER

Objective:

- To recognise, support and protect neighbourhood character, cultural identity, and sense of place.

Strategies include:

- Support development that respects the existing neighbourhood character or contributes to a preferred neighbourhood character.
 - Ensure the preferred neighbourhood character is consistent with medium and higher density housing outcomes in areas identified for increased housing.
-

CLAUSE - 15.01-5L NEIGHBOURHOOD CHARACTER

Objectives:

- To manage the impact of urban change on existing neighbourhoods.
- To protect areas with a significant garden character.

Strategies:

- Support medium density housing that respects the existing neighbourhood character in the General Residential Zone areas.
 - Design development on the periphery of the Residential Growth Zones to be responsive to and respectful of the neighbourhood character in any adjoining residential zones.
 - Retain existing vegetation wherever possible, particularly vegetation that contributes to the municipality's tree canopy.
 - Avoid gated communities.
-

The proposal achieves a high-quality built form outcome that responds appropriately to its Torquay Road setting and the surrounding residential context. The building is two storeys in height, consistent with the expectations of the General Residential Zone Schedule 1, and presents a contemporary architectural form consistent with the main road character.

The building is sited in a manner which provides for a reasonable transition to adjoining properties with the front setback within the range generally found in the immediate area. Setbacks have been maintained from both property boundaries respecting the rhythm of building spacing along the street.

The upper-level form is contained toward the front of the site, ensuring a reasonable transition in scale to the dwellings at the rear and minimising visual bulk when viewed from adjoining residential properties. Windows to the upper level are positioned and screened to prevent overlooking, thereby protecting residential amenity.

The architectural composition provides a positive contribution to the public realm and streetscape through the use of articulation which is accentuated through the various materials and setbacks proposed.

9.4 ECONOMIC DEVELOPMENT

Clause 17 relates to economic development and notes the following relevant clause:

CLAUSE 17.01-1S - DIVERSIFIED ECONOMY

Objective:

- To strengthen and diversify the economy.

Strategies include:

- Protect and strengthen existing and planned employment areas and plan for new employment areas.
 - Facilitate regional, cross-border and inter-regional relationships to harness emerging economic opportunities.
 - Facilitate growth in a range of employment sectors, including health, education, retail, tourism, knowledge industries and professional and technical services based on the emerging and existing strengths of each region.
 - Improve access to jobs closer to where people live.
-

CLAUSE 17.01-1R - DIVERSIFIED ECONOMY - GEELONG G21

Strategies:

- Build on the region's competitive strengths, including tourism and agricultural land resources and economic, social and natural assets.
 - Support new businesses that provide employment and innovation opportunities in identified employment nodes across the region.
 - Support industries that utilise skills within the region.
-

Relevant policy seeks to strengthen and diversify the economy by facilitating innovation, growth and a broad range of employment opportunities. The proposed medical centre supports these objectives by providing additional local employment in the health services sector.

The development represents investment in local infrastructure and contributes to the ongoing expansion of medical services in Greater Geelong. The location on a major road corridor ensures the use is accessible to the wider community and well-placed to meet demand for health services.

9.5 INFRASTRUCTURE

CLAUSE 19.02-1S - HEALTH FACILITIES

Objective:

- To assist the integration of health facilities with local and regional communities.

Strategies:

- Facilitate the location of health and health-related facilities (including acute health, aged care, disability services and community care facilities) taking into account demographic trends, the existing and future demand requirements and the integration of services into communities.
 - Plan public and private developments together, where possible, including some degree of flexibility in use.
 - Locate hospitals and other large health facilities in designated health precincts and areas highly accessible to public and private transport.
 - Provide adequate car parking for staff and visitors of health facilities.
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CLAUSE 19.02-1L - MEDICAL AND HEALTH FACILITIES

Strategy

- Support the development of health and medical industries, particularly in the Medical Health Cluster in Central Geelong and around the Deakin University campus at Waurn Ponds.
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These policies seek to ensure that health and medical facilities are well located, accessible, and designed to meet community needs while minimising amenity impacts on surrounding areas.

The proposal provides a purpose-built two-storey medical centre comprising six consulting rooms and associated staff facilities. The site occupies a strategic position on Torquay Road, a major arterial road. This location provides excellent access for patients and staff, supported by nearby public transport and established urban infrastructure.

The development represents an efficient use of serviced land and will deliver local health services within an established urban area, consistent with the 20-minute neighbourhood principle.

10. CONCLUSION

The proposal delivers a modest, purpose-built medical centre of six consulting rooms in an established suburban context on a Transport Zone corridor.

It consolidates land to provide an orderly layout, vehicle access from Torquay Road, and on-site parking exceeding the clause 52.06 requirements. The two-storey built form is contemporary while acknowledging the surrounding context.

Hours are confined to daytime and early evening, avoiding late-night activity.

The use aligns with the Municipal Planning Strategy and the Planning Policy Framework by strengthening local health services in a location with excellent access and existing urban infrastructure.

It responds to Clause 13 by managing amenity through siting, fencing, landscaping, and the containment of plant and waste areas.

It responds to Clause 15 through a context-responsive design, and active interface with identifiable entry, and a façade composition that contributes positively to the Torquay Road streetscape.

Carparking is addressed separately by Quantum Traffic noting there are no carparking triggers in this case.

On balance, the proposal achieves a net community benefit. It provides accessible, high-quality local medical services making efficient use of serviced urban land while delivering a well-designed built form. The design also minimises impacts on residential amenity.

For the reasons outlined throughout the report, the proposed use and design is suitable for the site and area, and should be supported.