



S96A Application For Joint Rezoning, Subdivision &
Staged Development (Stage 2B Of 2 Stages) Of
Residential
Aged Care Facility

On Behalf Of
Multicultural Aged Care Services Geelong Inc (MACS)
At De Stefano Drive, North Geelong

May 2013

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1. Introduction And Background

This application is made on behalf of Multicultural Aged Care Services Geelong Inc (MACS). MACS operate a large aged care facility at 100 Weddell Road and 16 De Stefano Drive, North Geelong. This facility currently supports 8 independent living units and 131 high and low care beds with associated on-site car parking comfortably providing for staff and visitors.

(Refer Locality Aerial - Attachment 1)

The demand for accommodation at this facility has necessitated on-going incremental expansions/upgrades, intended to be undertaken in 2 stages. Stage 1 provided for the refurbishment and limited expansion of the Borrelia Wing and the re-establishment of the primary car parking area to the northern part of the site, to be accessible from Weddell Road rather than De Stefano Drive. This Stage was permitted under permit no 968/2011 approved 26 October 2011. It is nearing completion.

Stage 2 provides for the development of the new 30-bed high care Jordan Wing. This new wing is to be constructed largely over the existing car parking area. However, a smaller parking area for 9 cars will remain at the head of the shortened De Stefano Drive. In addition to the new beds a new maintenance and storage area and 11 car spaces (at the eastern end of De Stefano Drive) will be developed at the south-eastern portion of the site on land to be acquired from the City of Greater Geelong (City) as part of Stage 2B (this application).

Some of the land required for this proposal is owned by the City and is not wholly within the Residential 1 Zone, and its acquisition not only requires specific processes (Local Government Act) to be followed, but subsequent development also requires partial rezoning of land from Public Park and Recreation Zone (PPRZ) to Residential 1 Zone.

Therefore it was necessary to separate the proposal into 2 parts. Stage 2A (wholly within the Residential 1 Zone) generally provides for the construction of 24 beds of the proposed 30-bed wing, plus for the subdivision and consolidation of part of De Stefano Drive into the MACS title.

Stage 2A was approved by the Responsible Authority on the 26th November 2012 – Planning Permit No 1256/2012.

2. Proposal – Stage 2B

This stage is generally comprised of the following elements:

- The rezoning of 2413 square metres of reserved land to be purchased from the City of Greater Geelong – to be rezoned to Residential 1 zone - consistent with the balance of the land in the adjoining MACS facility;

(Refer Proposed Rezoning Plan & Statutory Documentation - Attachment 2)

Note: A small portion of the land to be purchased from Council, and rezoned to Residential 1 Zone falls within the Special Building Overlay. There will be no development at all within this small area. The proposed retaining wall will be constructed to exclude any encroachment into the area constrained by the SBO.

- Subdivision of 115 square metres of De Stefano Drive, shown as R1 on PS 328825 V, and 2298 square metres from Lot 2 PS 313723 N, and their consolidation into PC 374212 K (created in Stage 2A).

(Refer Concept Subdivision Plan - Attachment 3)

- The completion of the 6 outstanding en-suite accommodation units in the Jordan Wing, the construction of the maintenance and storage sheds, the construction of associated car parking spaces, and the construction of the new entry arrangements to the Borrela, Mary Costa and Jordan Wings.

The new Jordan Wing will be constructed on the area currently occupied by the major car park to the south of the Mary Costa House, and the 6 suites to be constructed following approval of this application are at the south-eastern edge of the proposed Jordan Wing, at the interface between the existing residentially zoned land and the land zoned for public parkland (effectively a storm water flood way).

These high care suites will follow the contemporary standards required under the relevant regulations, and each suite comprises a spacious bed/sitting area with sink and limited food preparation area, a bed-side table, and fixed desk/sitting area. It also includes a spacious en-suite comprised of toilet, shower and hand basin. All suites are wheel chair and/or electric gopher friendly.

The proposed Wing will be fully secured so that access to and from is controlled via the main entrance adjoining Mary Costa House, however the internal layout provides unrestricted internal circulation and a high level of amenity and includes:

- Each suite having a generous window opening to attractively landscaped areas.
- Separate sitting areas external to the suites, conveniently located to groups of suites (Note: 2 suites have their own lounge rooms).
- Two conveniently located dining areas.
- A large communal lounge room adjoining dining room 1, including private consultants/family room, internet kiosk, library, and an alfresco seated area with east/north orientation.
- The wing may also have a small ancillary pharmacy, and necessary offices and staff/nursing amenities.

The new Wing (including these 6 suites) will be single storey with high gabled roof forms to blend with the existing Borrela and Mary Costa wings.

Roofing and associated external guttering and plumbing will be selected colorbond. Windows will be powder-coated aluminium. Doors will be high full-glazed commercial doors, and the external fabric will predominantly comprise of selected face brickwork, complimented by rendered feature sections.

The design and articulation of the development will ensure that it blends attractively with its setting, and will provide an impression of groups of individual buildings rather than one large block.

Landscaping will be attractively modest to suit the functional and mobility requirements of the facility. A landscape plan will be submitted as a Condition of Permit in due course.

The site has historically been over-provided with car parking spaces, and following the re-distribution of parking spaces under permit 968/2011 and the development proposed in this application the site will have parking provision for 65 cars (43 to the north of the Bella Chara building, and 22 to the west of the ILU's). This compares favourably with the current Scheme requirement (57). It is also noteworthy that the completion of Stage 2B will only trigger a further 4 spaces, yet 11 additional spaces will be provided at that stage, providing for a very generous overall surplus of 15 spaces for the facility. In addition to the 6 suites to be constructed it is also proposed to construct a Maintenance and Storage complex at the south-eastern corner of the site abutting the southern side of the Borrela Wing. The complex is an integrated colourbond clad shed internally divided into 2 x storage areas of approximately 6m x 6m, and one maintenance shed of 9.5m x 6m (approx.). Each shed will be accessible via roll-a-door and pedestrian doors. Maximum height of the sheds will be approx.4m above natural ground level.

There will also be consequential site works re-designing the entry arrangements off the eastern end of De Stefano Drive to a small visitors car park, with landscaped pedestrian way between the new Jordan Wing (west side) and the existing Borrela Wing (east) to the primary entrance at Mary Costa House.

A new loading dock will also be constructed adjoining to the west of the new maintenance and storage sheds, and the new entry and maintenance areas will be supported by a new retaining wall along the southern site boundary and within the eastern site boundary, excluding any impact upon the floodway to the east and south.

(Refer Stage 2B Development Plans - Attachment 4)

3. Site and Surrounds

The site is developed with the Multicultural Aged Care Facility and includes four main wings. They comprise the Bella Chara Wing – a supported residential services wing which is a high care facility with 60 beds. This unit was the most recently developed part of the facility, opening in 2009. Mary Costa House is located in the centre of the

property and this is a 30 bed high care facility. The Borrelia wing is a low care facility with 40 beds located at the eastern end of the property. In the south west corner of the site are the Department of Human Services Independent Living Units.

(Refer Site/Locality Photographs - Attachment 5)

The subject site is located on the east side of Weddell Road directly opposite the Geelong Saleyards and surrounded by a large drainage reserve which channels stormwater under the Geelong – Melbourne Railway Reservation (east) and ultimately out into Corio Bay. The site is well-elevated above the drainage reserve and consequently enjoys the amenity from overlooking the reserve. A 10m wide Barwon Water easement runs through the centre of the property between Mary Costa House and Borrelia Wing.

Vehicle access to the site is from Weddell Road and De Stefano Drive, both of which are government roads. De Stefano Drive opens from Weddell Road, travels east and then turns north into the current main car parking area. It is a two way bitumen road with kerb and channel along the northern alignment and through the car park. However, the southern alignment adjoining the drainage reserve is unconstructed. It is the northern “leg” of De Stefano Drive that has been closed and sold to MACS to be incorporated into the development site.

The closest “conventional” residential dwellings are located 70 - 75 metres south of the site served from Coxon Parade. The Geelong Saleyards are located approximately 60m west and land to the north and north-west is mostly industrial.

The MACS site comprises a number of separate titles and the proposed Stage 2B development will be constructed on land mostly to be rezoned from Public Park and Recreation Zone to Residential 1 Zone, with a small portion within the existing MACS title. The proposed development will be undertaken within the following titles.

- Part Road Reservation R1 (115sq m) on PS 328825 V – Vol 10164 Folio 726
- Part Lot 2 (2298 square metres) on PS 313723N - Vol 09206 Folio 957
- PC 353696 B – Vol 10086 Folio 028

(Refer Titles - Attachment 6)

4. Planning Controls

4.1 Existing Controls

Current Site

The current MACS site is almost wholly within the Residential 1 Zone (Clause 32.01). This includes all of the proposed development approved for Stage 2A under Permit No 1256/2012. Under the Residential 1 Zone, the use of the land for *Residential Aged Care Facility* does not require a planning permit. The permit is only triggered for the

development. A small portion of the area to be acquired from Council is also under the Special Building Overlay, however no development is proposed within this area.

(Refer Zone/Overlay Plans – Attachment 7)

The land required to complete the development is within a drainage reserve, albeit zoned Public Park and Recreation Zone - PPRZ (Clause 36.02). Notwithstanding that the proposed development and subdivision could be undertaken under the current PPRZ with the consent of the relevant public land manager (i.e. Council) it is seen as more appropriate to rezone the land concurrently with the development application.

Proposed Extension Of Site

The additional land proposed to be acquired to complete Stage 2B comprises two separate parcels of land, namely a small triangular section of the eastern end of De Stefano Drive (115 square metres) and a substantially larger portion abutting to the east (2298 square metres) along the southern title boundary of the MACS site. These areas are wholly within the Public Park and Recreation Zone - PPRZ (Clause 36.02) surrounding the MACS site to the north, east and south. The total area of land to be rezoned is approximately 2413 square metres (refer attachments 2 and 3).

Subdivision

Subdivision in the Residential 1 Zone is regulated at Clause 32.01-2, and a permit is required notwithstanding that the land is only being excised from the Public Park and Recreation Zone for consolidation into the MACS site. The concept subdivision plans are included at attachment 3.

4.2 Proposed Zone- Residential 1 Zone

The whole of the area proposed for this Stage 2B development is to be concurrently rezoned to Residential 1 Zone (Clause 32.01) having the following purposes:

- *To implement the State Planning Policy Framework and the Local Planning Policy Framework including the Municipal Strategic Statement and local planning policies.*
- *To provide for residential development at a range of densities with a variety of dwellings to meet the needs of all households.*
- *To encourage residential development that respects the neighbourhood character.*
- *In appropriate locations to allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs.*

(Refer Zone/Overlay Plans - Attachment 7)

Use Definition

The use is nested under the *Accommodation* group and best fits the term *Residential Aged Care Facility*, defined at Clause 74 of the Scheme as:

Land used to provide accommodation and personal or nursing care for the aged. It may include recreational, health or laundry facilities and services for residents of the facility.

Pursuant to Clause 32.01-1 a permit is not required for the use.

Note: The proposed maintenance/storage sheds, car parking, loading dock, and associated landscaping are considered to be ancillary to the dominant use *Residential aged care facility* and do not require separate approvals.

Subdivision

Clause 32.01-2 (Subdivision) triggers the need for a permit.

The subdivision must meet the requirements of Clause 56 (ResCode) and with respect to 2-lot subdivisions must meet the objectives and should meet the standards of Clauses 56.03-5, 56.04-2, 56.04-3, 56.04-5, and 56.06-8 to 56.09-2 (inclusive).

The subdivision decision guidelines note that:

Before deciding on an application, in addition to the Decision Guidelines in clause 65, the Responsible Authority must consider, as appropriate:

- *The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Statement and local planning policies.*
- *The objectives, standards and Decision Guidelines of Clause 56.*

Note: It is well-accepted by Responsible Authorities and VCAT that where a subdivision is proposed concurrently with a development application, only a Clause 55 assessment is required, since any permit would be conditioned to allow the subdivision only if it is consistent with, or supports the development proposal. In this case the subdivision is simply a technical subdivision and consolidation of a small part of the De Stefano Road Reservation and a part of the adjoining drainage reserve. Therefore this report does not include a separate Clause 56 assessment in addition to the Clause 55 assessment at Section 5 of the report, as it is seen as being superfluous.

Buildings and Works

Pursuant Clause 32.01-4 a permit is required for the *construction and extension of two or more dwellings on a lot, dwellings on common property and residential buildings*. Further, development must meet the requirements of Clause 55.

4.3 Overlays

As noted earlier a very small portion of the proposed for acquisition from Council falls under the Special Building Overlay (Clause 44.05), however, since no development is proposed within this area the permit is only triggered by virtue of the proposed subdivision. Since the proposed subdivision is simply a line on a plan, the only application requirements are those typical to any subdivision plan. The Concept Subdivision Plan at Attachment 3 satisfies the Clause 44.05-3 requirement.

4.4 Other Provisions

Clause 52.06 - Car parking - Provides the statutory controls and guidelines for car parking. Clause 52.06-2 specifies the required parking spaces for particular uses as identified in the Table to Clause 52.06-5. The site already provides **65 car spaces** (43 spaces along the northern title boundary, north of the Bella Chara Building, and 22 spaces abutting the western side of the ILU's).

The Table to Clause 52.06-5 specifies 0.3 spaces to each lodging room for a *Residential aged care facility*, and on that basis this stage (Stage 2B) requires no additional car parking given that following completion of Stage 2A, the facility will already have a surplus of 8 spaces, calculated as follows:

- ILU's (8 x 1 to 2 bedroom dwellings) – Requirement **10 spaces** (1 space per ILU and 2 visitor spaces).
- High and Low Care beds (155 beds including the 24 beds to be provided under Stage 2A recently approved) – Requirement **47 spaces** (0.3 spaces per bed).

The additional 6 residential suites to be constructed in this stage trigger a demand for a further **2 spaces** (i.e. 6 x 0.3).

Therefore, the total statutory requirement for the entire MACS facility following approval of Stage 2B will be **59 car parking spaces**.

Thus the site will still have a surplus of 6 spaces which will increase to a total surplus of 17 spaces when the Stage 2B development (providing for 11 spaces) is completed in the future.

Therefore this proposal requires no additional car parking provision.

Clause 52.34 – Bicycle facilities: Clause 52.34-3 sets out the requirements for the provision of bicycle facilities and Table 1 to that Clause identifies the statutory rates.

There is no prescribed rate for single dwellings, the only requirement being for developments of 4 storeys or higher, where the rate is 1 to each 5 dwellings. Applying that rate to the ILU's results in a requirement for:

3 bicycle rails (2 resident rails and 1 visitor rail).

There is no rate provided for *Residential aged care facility*. The most appropriate comparable uses might be part *Nursing home* and part *Hospital*.

It would seem reasonable to argue that all of the 117 high care beds should be assessed under the *Hospital* requirement since it is highly unlikely that any high care resident would be using a bicycle. However the rate of 1 bicycle rail to each 15 beds is far more realistic than the rate of 1 rail to each 7 beds specified for *Nursing home*.

Adopting the *Nursing home* rate of 1 rail to each 7 beds for the 38 low care beds in the Borrela Wing, and 1 visitor rail to each 60 beds results in the following requirements for the whole site after completion of Stage 2B.

- ILU's - **3** (2 resident rails and 1 visitor rail).
- High care beds (including 30 proposed in both Stage 2A (24) and this application) – **13** (9 resident and 4 visitor rails).
- Low care beds – **6** (5 resident racks and 1 visitor rails)

Total requirement: **22 rails** (16 resident rails and 6 visitor rails)

Following approval of planning permit 968/2011 the site had provision for **24** bicycle parking rails.

Therefore this proposal requires **NO** additional bicycle parking rails.

4.5 Decision Guidelines

Clause 32.01-4 of the Residential 1 zone provides that in addition to the Decision Guidelines at Clause 65, the Responsible Authority must consider, as appropriate:

- The State Planning Policy Framework and Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- The objectives, standards and Decision Guidelines of Clause 55.

Note that the Clause 55 assessment follows at Section 5 of this report.

Planning Policies

SPPF

Clause 10.04 Integrated decision making provides that:

Planning and Responsible Authorities should endeavour to integrate the range of policies relevant to the issues to be determined and balance conflicting objectives in favour of net community benefit and sustainable development for the benefit of present and future generations.

Clause 11 Settlement provides that:

Planning is to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.

Clause 15.01-5 Cultural identity and neighbourhood character seeks to:

Recognise and protect cultural identity, neighbourhood character and sense of place
Relevant strategies include:

Ensure development responds and contributes to existing sense of place and cultural identity.

Ensure development recognises distinctive urban forms and layout and their relationship to landscape and vegetation.

Ensure development responds to its context and reinforces special characteristics of local environment and place by emphasising:

- *The underlying natural landscape character.*
- *The heritage values and built form that reflect community identity.*
- *The values, needs and aspirations of the community.*

Clause 16.01-4 Housing diversity has as its objective:

To provide for a range of housing types to meet increasingly diverse needs.
Strategies comprise:

Ensure housing stock matches changing demand by widening housing choice, particularly in the middle and outer suburbs.

Encourage the development of well-designed medium-density housing which:

- *Respects the neighbourhood character.*
- *Improves housing choice.*
- *Makes better use of existing infrastructure.*
- *Improves energy efficiency of housing.*

Support opportunities for a wide range of income groups to choose housing in well serviced locations.

Ensure planning for growth areas provides for a mix of housing types and higher housing densities in and around activity centres.

Clause 16.02-3 Residential aged care facilities seeks to:

Facilitate the timely development of residential aged care facilities to meet existing and future needs.

Strategies include:

Ensure local housing strategies, precinct structure plans, and activity centre structure plans provide for residential aged care facilities.

Encourage planning for housing that:

- *Delivers an adequate supply of land or redevelopment opportunities for residential aged care facilities.*
- *Enables older people to live in appropriate housing in their local community.*

Clause 16.02-4 Design and location of residential aged care facilities seeks to:

Encourage well-designed and appropriately located residential aged care facilities.

Strategies comprise:

Recognise that residential aged care facilities contribute to housing diversity and choice, and are an appropriate use in a residential area.

Recognise that residential aged care facilities are different to dwellings in their purpose and function, and will have a different built form (including height, scale and mass).

Provide for a mix of housing for older people with appropriate access to care and support services.

Ensure that residential aged care facilities are located in residential areas, activity centres and strategic redevelopment areas, close to services and public transport.

Ensure that:

- *Proposals to establish residential aged care facilities early in the life of a growth area are in locations that will have early access to services and public transport.*
- *Residential aged care facilities are designed to respond to the site and its context.*
- *Residential aged care facilities aspire to high urban design and architectural standards.*

Comment

The State level policies clearly support this (effective) completion of the 30-bed stage commenced under Stage 2A (24 beds), providing a valuable addition to the existing

well regarded and much sought after aged care facility. The ageing of the population is leading to an increase in the demand for aged care and nursing home beds. Those faced with the task of finding aged care accommodation for themselves and/or loved ones is/are aware of the difficulties facing applicants. Facilities such as this, within established urban neighbourhoods are welcomed. There is little doubt that what is proposed will satisfy an ever-increasing social need. With respect to the urban design policies at State level, the proposal has been designed in a manner, which will undoubtedly blend with and contribute to the character of the area whilst providing an enhanced level of amenity for the future residents.

LPPF - MSS

Clause 21.06 – Settlement and Housing, under Urban growth (Clause 21.06-2) has the following relevant Objectives:

- *To limit urban sprawl by directing urban growth to designated urban growth areas.*
- *To improve housing affordability through the maintenance of appropriate urban land supplies, the promotion of competition in the housing market and the development of a diverse range of well-located housing stock.*

Relevant Strategies include:

- *Ensure that land use and development does not compromise the capacity or potential future development of areas designated for future urban growth, as shown on the relevant Structure Plan or Urban Growth Plan.*
- *Require a minimum residential density of 15 dwellings per hectare in all new urban growth areas.*
- *Ensure development occurs within designated settlement boundaries.*
- *Ensure new residential neighbourhoods provide a mix of housing suited to the needs of a diverse range of household types.*

Clause 21.06-3: Urban Consolidation has the following Objectives:

- *To provide for the consolidation of existing urban areas in a managed way.*
- *To encourage an appropriate range of development densities.*
- *To improve accessibility to urban services.*

Relevant Strategies include:

- *Manage urban consolidation and housing change across the municipality by:*
 - *Maximising opportunities for housing within Increased Housing Diversity Areas (as designated in the Incorporated Document “Key Development and Increased Housing Diversity Areas July 2009”).....*

Clause 21.06-4: Neighbourhood Character has the following relevant Objectives:

- *To manage the impact of change on existing neighbourhoods.*
- *To ensure that new development responds to the existing neighbourhood character.*
- *To protect areas with a significant garden character.*

Relevant Strategies include:

- *Ensure that development is responsive to the established character of the area.*
- *Acknowledge that neighbourhood character in the Increased Housing Diversity Areas and in Residential 2 zones will adapt and evolve over time, particularly within and on the edges of activity centres, where land use and development will intensify.*

Note: The area is not included in any character precinct under Council's Residential Character Study (a Reference Document in the Planning Scheme); however the proposed form, scale, design and materials not only compliment the existing MACS facility but also sit politely within the reservation setting and the residential development to the south.

Comment

The City has no specific guidance for aged care facilities but it clearly supports this facility, as evidenced by its recent approval of Stage 2A. There is no doubt at all that this proposal is entirely consistent with the relevant municipal strategies applicable to urban consolidation, housing choice and urban character. The proposal will sit comfortably within its retirement/aged care context and it creates no adverse impacts for the nearest residential area to the south. As a consequence of changes to the car parking requirements in the Scheme, the proposal requires no additional car parking spaces, nor any additional bicycle rails.

5. Clause 55 – ResCode

55.01-1 NEIGHBOURHOOD AND SITE DESCRIPTION AND DESIGN RESPONSE

Site Description

Refer Section 3 above, the aerial photograph at Attachment 1 and the locality photographs at Attachment 5.

Design Response

The proposal provides for 6 high-amenity high care residential suites to complete the 30 suite wing planned. Stage 2A (comprised of 24 suites) was approved by Council in

November 2012. Barring technical difficulties associated with part of the site being inappropriately zoned, and in public ownership, this stage would have been finalized as one integrated development rather than as a 2-stage process.

As with Stage 2A, the design and scale for this stage compliments the existing development on the site. Stage 2B is an integral part of the wing at its south-eastern end, whilst the adjoining workshops (to the east) are modest low-key elements that do not impact upon, or detract from this overall residential enclave.

The site is effectively an aged care “island” contained within the expansive public reserve to the east of Weddell Road. It is well separated from any residential development (south) which comprises a range of 2-storey attached dwellings and single storey detached houses with mixed roof forms and a range of styles and materials. This infill development is constrained a little by the space available and its orientation, but each residential suite has access to good natural light, views into landscaped open space, and excellent internal circulation. It meets all regulatory requirements and exemplifies the high standards of aged care required these days.

55.02 NEIGHBOURHOOD CHARACTER AND INFRASTRUCTURE

55.02 – 1 Neighbourhood Character

Refer Section 4.5 above. This proposal was designed as an integral part of the 30-suite Jordan Wing to fit politely within the existing MACS facility. Stage 2B will blend perfectly with the already approved Stage 2A. There are no other nearby residential character issues required to be addressed.

55.02 – 2 Residential Policy

Meets all of the relevant State and Council policies. Refer to detailed policy analysis at Section 4.5 above.

55.02-3 Dwelling Diversity (10 houses or more)

Not applicable.

55.02-4 Infrastructure

The site commands all necessary urban infrastructures, and can be drained to Council’s nominated legal point of discharge.

55.02-5 Integration With The Street

The proposed new wing (including Stage 2B) will be accessible from De Stefano Drive. Pedestrian access will be re-designed to the east of the new wing to provide a single accessway to the Jordan Wing, Mary Costa House, and Borrela Wing.

55.03 SITE LAYOUT AND BUILDING MASSING

55.03-1 Street Setback Objective

Not applicable

55.03-2 Building Height

The height is single-storey throughout. No building will exceed 7 metres. The ancillary workshop and storage buildings will not exceed 4 metres in height.

55.03-3 Site Coverage

The total site coverage is less than 60%.

55.03-4 Permeability

The percentage of un-surfaced area generously exceeds 20%.

55.03-5 Energy Efficiency

To the extent permitted by the site orientation and the design constraints imposed by the amenity and operational requirements for a high care unit, all suites have been arranged to provide for good natural lighting, and views to easterly and northerly open space, all of which is conveniently accessible to residents.

55.03-6 Open Space

Not applicable, however the open space areas are located and oriented to enhance the amenity of the residents with good solar orientation and access from within the Jordan Wing. Note that Stage 2B is an integral part of the Jordan Wing, and is simply the completion of the development approved under Permit 1256/2012.

55.03-7 Safety

Access to the Jordan Wing will be located as part of a common access to the Mary Costa House, Jordan Wing, and the Borrela Unit from the proposed new car park at the eastern end of De Stefano Drive. These are all planned for completion as part of this application for Stage 2B. Private areas within the Jordan Wing are inaccessible to the public.

55.03-8 Landscaping

Landscaping will not change significantly. A Landscape Plan will be submitted as a condition of permit when required.

55.03-9 Access

As noted earlier, access will be retained from the eastern end of De Stefano Drive, and the new Jordan Wing, Mary Costa House, and the Borrela Unit will be accessible from one single pedestrian way from the southern and/or northern car parks.

55.03-10 Parking Location

Parking areas are (will be) conveniently located to the north of the Bella Chara Building, to the west of the ILU's, and to the east of De Stefano Drive, south-east of the new Jordan Wing (Stages 2A and 2B).

55.03-11 Parking Provision

Not applicable. Parking for the site satisfies the requirements of Clause 52.06

55.04 AMENITY IMPACTS

55.04-1 Side And Rear Setbacks

Given the size and location of the site, no empirical assessment is required as it is evident that no setback issues arise.

55.04-2 Walls On Boundaries

Not applicable.

55.04-3 Daylight To Existing Windows

Not applicable.

55.04-4 North-facing Windows

Not applicable.

55.04-5 Overshadowing Open Space

Not applicable.

55.04-6 Overlooking

Not applicable.

55.04-7 Internal Views

The design and layout of the proposal ensures that there will be no internal privacy issues between residential suites,

55.04-8 Noise Impacts

There will be no unreasonable noise impacts for residents from within the site or beyond. MACS operate in a controlled environment, and all noise is appropriately monitored and controlled.

55.05 ON-SITE AMENITY AND FACILITIES

55.05-1 Accessibility

All residential suites are accessible from ground level by foot, wheelchair, or gopher.

55.05-2 Dwelling Entry

The entry to the facility will be well signed.

55.05-3 Daylight To New Windows

All windows are oriented to face an outdoor space clear to the sky, and in addition to receiving a high level of daylight will also facilitate a high level of visual amenity over the gardens.

55.05-4 Private Open Space

Private open space is provided through communal garden areas within the development and these are all readily accessible to the residents.

55.05-5 Solar Access To Open Space

The open space areas all have access to solar penetration from the east through to the north mainly.

55.05-6 Storage

Appropriate storage is available on site as required. Residents have no requirement for storage outside their suites.

55.06 DETAILED DESIGN

55.06-1 Design Detail

The proposal has been designed to respect the form, scale, and design features of the existing facility and enable the new wing to blend with the existing. The new wing is unlikely to be noticed from outside the site.

55.06-2 Front Fences

Not applicable

55.06-3 Common Property

Communal areas are well designed, landscaped and managed.

55.06-4 Site Services

All services currently exist within the property boundaries.

Comment

This is not a typical medium density housing project and therefore many of the objectives/standards of Clause 55 are irrelevant to any assessment. The proposal has been designed, and will be constructed to the highest standards as required by the relevant agencies. To the extent that any of the Clause 55 provisions are relevant the proposal appropriately satisfies relevant objectives, and the resultant development provides a high level of amenity for the high care aged residents that will occupy the suites.

6. Clause 56 – ResCode (Subdivision)

Clause 32.01-2 indicates that a permit is required for subdivision, and that a subdivision must meet the requirements of Clause 56 (ResCode).

Importantly, however it also provides an exemption for the subdivision of land containing an existing dwelling and/or car parking space.

The land to be excised from De Stefano Drive and the reservation to the south (to be consolidated into the easterly MACS title) will be developed with the remainder of Stage 2, namely Stage 2B.

The 6 residential suites to be constructed under Stage 2B are the remainder of the 24 suites approved under Stage 2A, making up the 30-suite Jordan Wing.

Note: It is well-accepted by Responsible Authorities and VCAT that where a subdivision is proposed concurrently with a residential development application, only a Clause 55 assessment is required, since any permit would be conditioned to allow the subdivision only after the substantial completion of the permitted dwellings. In this case a separate Clause 56 report is considered unnecessary.

7. Decision Guidelines - Clause 65

These Guidelines are additional to the Decision guidelines at Clause 32.01-4 (Refer Section 4.5 above) and provide criteria under two sub-sections including:

- Clause 65.01- Approval of an application or plan.
- Clause 65.02 - Approval of an application to subdivide land.

To the extent relevant the proposal satisfies the criteria applicable to Clause 65.01 since:

- It is consistent with all relevant policies in the SPPF and LPPF, and it provides for the completion of Stage 2 of the additional much sought after aged care facilities at a dedicated aged care centre (MACS).
- It is consistent with the purposes of the zone and the relevant Clause 55 provisions, and provides for the second/final stage (2B) of a 2-stage development that will increase the capacity of the site by 6 residential suites (Stage 2B), ultimately completing the proposed 30-suite Jordan Wing. .
- It provides more than adequate onsite car parking for staff, visitors, and incidental service vehicles, and neither car parking, loading bay, nor bicycle parking waivers are required.
- It is consistent with the orderly planning of the area as it provides for the intensification of a benign, socially important residential use into a dedicated aged care setting consistent not only with State and Local policy, but also with contemporary social practice.
- This admirable socially responsive development will have no adverse amenity impacts upon adjoining residents to the south, or nearby industrial uses generally to the north, by virtue of noise, traffic, or any other potential nuisance.
- The site is served by all necessary urban infrastructures, including availability of nearby public transport. To the extent possible and reasonable, stormwater will be collected and reused in accordance with contemporary environmental and conservation practices. Otherwise, surplus stormwater will be drained to the Council's piped underground drainage system.
- There is no native vegetation on the site. The site will be appropriately landscaped to provide a high level of amenity for residents.
- The proposal does not contribute to land degradation.
- The land is neither flood nor erosion prone, or at risk from fire hazard.

With respect to Clause 65.02 - Approval of an application to subdivide land – the subdivision is merely a technical matter that facilitates the purchase of land from the Council (vital to the proposed development) without creating any adverse impacts whatsoever. Since the proposed development satisfies Clause 55 there is little possibility of it not meeting the requirements of Clause 56. Therefore, any discussion about the Clause 65.02 criteria seems superfluous.

Comment

Overall, the proposal reasonably satisfies all necessary Decision guidelines.

8. Strategic Assessment Guidelines

The Strategic Assessment Guidelines provide a set of criteria (a checklist) under which planning scheme amendment requests will be reviewed including:

- Need for the amendment.
- Compliance of amendment with Act (objectives of planning in Victoria).
- How does it address environmental and social and economic effects.
- How does the amendment address relevant bushfire risk.
- Does the amendment comply with relevant Ministerial Directions.
- Compliance with State Planning Framework.
- Compliance with Local Planning Framework.
- Does amendment make proper use of VPP.
- Views of relevant agencies.
- How does amendment address relevant requirements of Transport Integration Act 2010.
- Impact of amendment on responsible authority.

8.1 Need For The Amendment

The need for the amendment is well described in the foregoing report, however in general the amendment is needed:

- To enable the completion of the Jordan Wing as planned, and the associated outbuildings (storage/maintenance sheds) and site works (parking, landscaping, and pathways).
- To recognise the most appropriate zoning of land purchased from the Council for the proposal, i.e. Residential 1 Zone.

8.2 Compliance With The Act

The amendment implements the objectives of Planning in Victoria by addressing the following relevant objectives set out in Section 4 of the *Planning and Environment Act 1987*.

- (a) *To provide for the fair, orderly, economic and sustainable use, and development of land.*
- (b) *To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.*
- (c) *To facilitate development in accordance with the objectives set out in paragraphs (a), (b), (c), (d) and (e).*
- (g) *To balance the present and future interests of all Victorians.*

The proposal seeks to facilitate the completion of development of Stage 2 (Stage 2B) of the MACS facility, whilst also ensuring that the whole of the development is contained within the appropriate residential zone.

8.3 How Does The Amendment Address The Environmental Effects And Any Relevant Social And Economic Effects?

The amendment is seen as being strongly positive in terms of social and economic effects. MACS (Multicultural Aged Care Services Geelong Inc) already operates a large aged care facility at the site which currently supports 8 independent living units and 131 high and low care beds with associated on-site car parking for staff and visitors. The demand for accommodation at this facility has necessitated on-going incremental expansions/upgrades, intended to be undertaken in 2 stages.

Stage 1 provided for the refurbishment and limited expansion of the Borrelia Wing and the re-establishment of the primary car parking area to the northern part of the site, to be accessible from Weddell Road rather than De Stefano Drive. This Stage was permitted under permit no 968/2011 approved 26 October 2011. It is nearing completion.

Stage 2 provides for the construction of the new 30-bed high care Jordan Wing. Planning approval is being undertaken in 2 stages due to the need to finalise land acquisition from the Council and to rezone a small area of reservation to a more appropriate residential zone. Stage 2A (comprised of the 24 beds – the majority of the new wing) was approved in November 2012, and this application (Stage 2B) will facilitate the completion of this project.

8.4 How Does The Amendment Address Relevant Bushfire Risk?

Bushfire risk is not relevant to this amendment, and the associated subdivision.

8.5 Does The Amendment Comply With Relevant Ministerial Directions?

The amendment complies with the Ministerial Direction on *The Form and Content of Planning Schemes* under Section 7(5) of the *Planning and Environment Act 1987*.

8.6 Compliance With SPPF

The proposed rezoning of the relevant reservation area simply ensures that the appropriate zone is used for a primary residential use. The State policy relevant to Aged care facilities (Clause 16.02-3) strongly supports this proposal. Relevant supporting policy measures are detailed at Section 4.5 of this report.

8.7 Compliance With LPPF

The Responsible Authority has no relevant strategies/policies that impact in any way on this proposal.

8.8 Proper Use Of VPP

The Residential 1 Zone is an entirely appropriate tool for this proposal, being consistent with the zone under which the existing MACS facility operates. The amendment complies with the Ministerial Direction on *The Form and Content of Planning Schemes* under Section 7(5) of the *Planning and Environment Act 1987*.

8.9 How Does The Amendment Address Views Of Relevant Agencies?

The City of Greater Geelong is the Responsible Authority for the area, and the amendment is being undertaken with its support. The site is already occupied by the expansive existing MACS facility. Whilst some land is being purchased from its owner (City of Greater Geelong) to provide land for the proposal, other relevant agencies will be notified during the processing of the application by the Responsible Authority.

8.10 How Does The Amendment Address Relevant Requirements Of The Transport Integration Act 2010?

No requirements of the Transport Integration Act are relevant to this amendment.

8.11 Impact On Responsible Authority's Resources/Administrative Costs

There will be no impact whatsoever on the resources of the Responsible Authority.

9. Conclusion

It is clear by any assessment that this socially valuable extension to the aged care services provided by MACS warrants the Council's, the Government's and the community's unreserved support.

In addition to providing a benign, low-impact residential development to compliment and support the facilities and services already operating at the site, it will also provide a model, state-of-the-art facility for an important and growing sector of the community. Notwithstanding that this proposal requires a small rezoning of reserved land to enable the completion of the overall development (Stage 2A already approved), the rezoning is uncontroversial.

No adverse amenity impacts are foreseen for the future residents, or the neighbours.

This is a particularly worthwhile project which meets all required planning policies and guidelines, and one which the Council is invited to support with confidence. Council is also invited to recommend the fast-tracking of this proposal to the Minister for Planning to avoid unnecessary delays to project implementation.



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