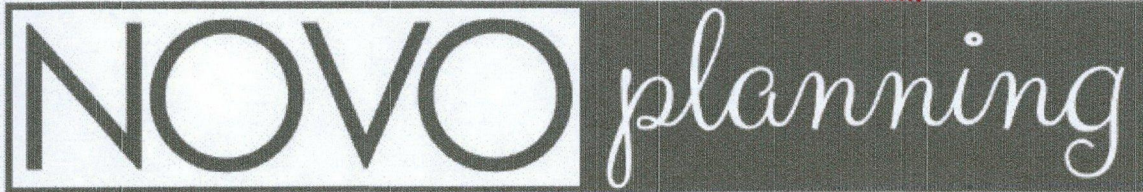


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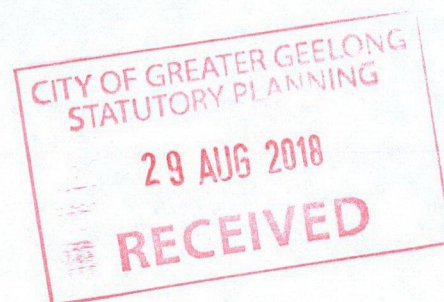


MULTI-DWELLING DEVELOPMENT, SUBDIVISION & REMOVAL OF RESTRICTION

COMBINED PLANNING SCHEME AMENDMENT &
PLANNING PERMIT APPLICATION

64-66 PRINCES HWY & 1 DONNELLY AVE, NORLANE

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Updated 24 August 2018



EXECUTIVE SUMMARY

NovoPlanning lodges this application on behalf of J Didiluca. The subject land is located at 64-66 Princes Hwy and 1 Donnelly Ave, Norlane which is located within the City of Greater Geelong.

A combined planning scheme amendment and planning permit under Section 97A of the *Planning and Environment Act 1987* is sought to facilitate the multi-dwelling development and subdivision of the land.

The proposal is located at (address) and the following planning provisions apply:

Clause	Permit Requirement
Clause 32.08 'General Residential Zone' - Schedule 1	Construction of two or more dwellings Subdivision of the land
Clause 52.29	Create or alter access to a Road Zone Category 1

1.0 PROJECT DETAILS

1.1 OVERVIEW

NovoPlanning Pty Ltd lodges this application on behalf of the John Didiluca, the landowner at 64-66 Princes Highway and 1 Donnelly Avenue, Norlane.

An amendment to the Greater Geelong Planning Scheme is proposed to facilitate a twelve (12) lot subdivision and construction of dwellings pursuant to Section 96A of the *Planning and Environment Act 1987* (combined planning permit and amendment process).

The proposed amendment seeks to remove registered restrictive covenant 1693682 burdening land at 64 Princes Highway, Norlane which prevents the construction of more than one dwelling on site to enable the planning permit application across land at 64-66 Princes Highway and 1 Donnelly Avenue, Norlane.

This amendment seeks to vary the restriction to facilitate the development of the land for more than one dwelling. The amendment will promote orderly planning of the area and encourage a diverse and new housing supply in Norlane which is strongly supported by local and state planning policies.

A planning permit is required under Clause 32.08-2 for the subdivision of land and Clause 32.08-4 for the construction of two or more dwellings.

We seek Council's support for the proposal and respectfully request approval of this combined permit application and Planning Scheme Amendment request under Section 96A of the *Planning and Environment Act 1987*.

1.2 PROPOSAL

The development across 64-66 and 1 Donnelly Avenue, Norlane will construct a total of 12 townhouses comprising of mixed single and double storey. The site located on a corner block and with crossovers via Princes Highway, Donnelly Avenue and will provide a common driveway servicing 4 lots from 1 Donnelly Avenue, Norlane.

The title particulars are:

- Lot 1 TP429809 (64 Princess Highway, Norlane)
- Lot 1 TP678724 (66 Princess Highway, Norlane)
- Lot 470 LP11342 (1 Donnelly Avenue, Norlane)

Planning Scheme Amendment

An amendment to the Greater Geelong Planning Scheme is sought to amend the Schedule to Clause 52.02 to remove restrictive covenant 1693682 which is burdening land at 64 Princes Highway, Norlane. The other land affected by this application not affected by the restriction.

The restrictive covenant prevents the erection of more than one dwelling on site. Under Section 61(4) of the *Planning and Environment Act 1987*, a planning permit cannot be granted if the permit would result in a breach of a restrictive covenant or a permit has been granted.

The amendment will therefore allow for a permit application for future development of land. It will encourage the orderly planning of the area and provide for net community benefit by developing vacant land in a key strategic site. The development will also provide new housing supply to the community of Norlane and develop land envisaged with the Norlane Corio Structure Plan.

Covenant 1693682 burdens Certificate of Title Lot 1 TP 429809S (64 Princes Highway, Norlane). It was created on 20 June 1938 which states:

"not to erect nor to construct nor allow to be erected or constructed on the said land any building or erection other than one dwelling house with usual outbuildings and fences to cost not less than Five hundred pounds (including such outbuildings and fences)".

The Covenant was created in accordance with the Ford Estates Proprietary Limited. The Parent Title is Volume 05084, Folio 763.

Legal advice was sought from Feigl & Newell Pty Ltd and determines the extent of the beneficiaries burdened by Covenant 1693682 which states that the Beneficiaries are the land remaining untransferred in Volume 05084, Folio 763, excepting the land in said transfer.

The burdened land affected by restrictive covenant 1693682 is unevenly distributed across the neighbourhood. Refer to legal advice prepared by Feigl & Newell submitted with this application. The adjoining parcels of land to the subject site are not affected by restrictive covenant 1693682 and thereby the extent to which it remains is questioned. By removing this restrictive covenant on title, the amendment promotes good planning practice and outcomes to maintain consistency of development controls across the land.

Planning Permit Application

The proposal seeks to construct twelve dwellings on land at 64-66 Princes Highway and 1 Donnelly Avenue, Norlane. The development will contain mixed densities, including eight single storey dwellings and four double storey dwellings. A centrally shared driveway will maintain access for four dwellings located rear of the site.

The associated subdivision of land will create individual titles for each dwelling.

The proposal involves the demolition of the existing house at 1 Donnelly Avenue, Norlane for the construction of twelve dwellings across the site.

The proposed subdivision will create 12 separate lots. The subject site currently contains 3 separate titles.

A Plan of Consolidation will be lodged to Land Use Victoria the 12-lot subdivision comprising of the following lots:

Lot Number	Lot Size
Lot 1 – Dwelling 1	196.6 sq m
Lot 2 – Dwelling 2	218.9 sq m
Lot 3 – Dwelling 3	222.1 sq m
Lot 4 – Dwelling 4	204.4 sq m
Lot 5 – Dwelling 5	166.9 sq m
Lot 6- Dwelling 6	166.9 sq m
Lot 7- Dwelling 7	190.2 sq m
Lot 8- Dwelling 8	190.3 sq m
Lot 9- Dwelling 9	150.0sq m
Lot 10- Dwelling 10	166.8 sq m
Lot 11- Dwelling 11	1139.3 sq m
Lot 12- Dwelling 12	141.2 sq m

Subdivision Design

The proposed townhouses are symmetrical in form and layout being provided in sets of two attached dwellings. The proposal is a site responsive design to existing features whilst designed appropriately to the corner site interface along Princes Highway and Donnelly Avenue.

The design protects and retains all existing significant street trees, power pole, signage and bus stop along Princes Highway.

The design maintains the existing crossover from Princes Highway and creates one new cross approximately 11.5 metres south of the existing one. The design extends and maintains the two existing cross overs along Donnelly Avenue whilst creates three new crossovers.

The design provides for active frontages and being a corner site maximises the interface and sensitivity along the streetscape. Landscaping treatment has formed much of the design response of this proposal, with the design approach to maintain all existing street trees. A considerable amount of vegetation will be planted along the common driveway and sufficient setbacks with front gardens. The dwellings have also been designed with direct and easy access from the street and frontages onto roads.

The design provides for appropriate setbacks along Princes Highway with 6 metres frontage and varying between 4 metres and 5 metres setback along Donnelly Avenue.

The rear dwellings 9, 10, 11 and 12 are accessed via common driveway providing safe pedestrian and vehicle access. The design also ensures there is no development over the sewerage easement along 64, 66 Princes Highway and 1 Donnelly Avenue which has been designed as the common driveway.

Water, sewerage, power and telecommunications infrastructure is available onsite.

Dwelling Design

The proposal provides for a well design interface along Princes Highway with a frontage comprising of two single-storey dwellings and the side of dwelling 8 extending approximately 15.5 metres, however maintains reasonable setback. Dwellings 1 and 8 are seeking a setback variation however all other lots are compliant with Clause 55 and Standard B6.

The townhouses have been designed in two different layouts to accommodate different lifestyles to optimise internal amenity and solar access.

Each single storey townhouse contains:

- A combined living/kitchen/meals area;
- Two bedrooms including robes;
- Bathroom;
- Laundry; and
- Attached single garage.

Each double storey townhouse contains:

- A combined living/kitchen/meals area;
- Two bedrooms including robes;
- Secondary living retreat;
- Two bathrooms;
- Laundry; and
- Attached single garage.

All dwellings have been provided an external outdoor secluded open space courtyard ranging between 25.1 sq m to 49 sq m.

The proposed townhouses will be a contemporary style and offer modern living. The development respects the existing built character of the area by providing appropriate setbacks, roof forms, eaves and materials. The dwellings will incorporate a variety of materials including face brickwork, painted cement sheet and render.

The proposed development meets the 35% garden area requirement.

1.3 SITE DESCRIPTION

The subject site is located in an established residential area. Located in the suburb of Norlane, the housing supply comprises of mainly single detached dwellings post-war construction. The site adjoins Princes Highway to the west, a main northern road corridor into Central Geelong. Directly south of the site is a house converted as a dentist with associated car parking to the rear. Directly north and east of the site is a single detached dwelling with an outbuilding to the rear. The site is strategically located with close proximity to key facilities and services including public transport, activity centres and open space.

The subject site comprises of three separate lots identified as 64-66 Princes Highway and 1 Donnelly Avenue, Norlane. The total site area is 2058m². The subject site is currently owned by two landowners. Refer to Figure 1 – Site Plan.



Figure 1 – Site Plan

64 Princes Highway, Norlane

The land is formally identified as Lot 1 TP429809S (Volume 05084, Folio 763). The site is burdened by restrictive covenant 1693682 and prohibits more than one dwelling to be constructed per lot and is accompanied by the amendment application for the removal of this restriction. The site has a rectangular shape and a total area of 1,012m² and is currently vacant land. In particular, the site has a length of approximately 41.52 metres from Donnelly Avenue and a frontage of 15.24 metres along the Princes Highway. The site is affected by an easement along the eastern boundary, with Barwon Water responsible for the sewer asset. An existing bus stop is located outside the site adjoin Princes Highway serviced by bus route 20 and 22 which provides a service to Corio Shopping Centre, Geelong Station and North Geelong Station.

66 Princes Highway, Norlane

The land is formally identified as Lot 1 TP678724J (Volume 06315, Folio 955). The site is rectangular in shape with a total site area of 632 m². In particular, the site has a length of 41.48 metres and 15.24 metres frontage along Princes Highway and is currently vacant. The site is affected by an easement along the eastern boundary with Barwon Water responsible for the sewer asset. The site is not affected by any covenants that restrict the development.

1 Donnelly Avenue, Norlane

The land is formally identified as Lot 470 LP11342. The site is rectangular in shape with a 17.11 metre frontage to Donnelly Avenue and 42.67 metre depth. The total site area is 731m². The site currently contains a detached dwelling and associated outbuilding. The site is not affected by any covenants or easements that restrict the development.

The combined total site area is 2,375 m².



Figure 2- Looking east across Subject Site

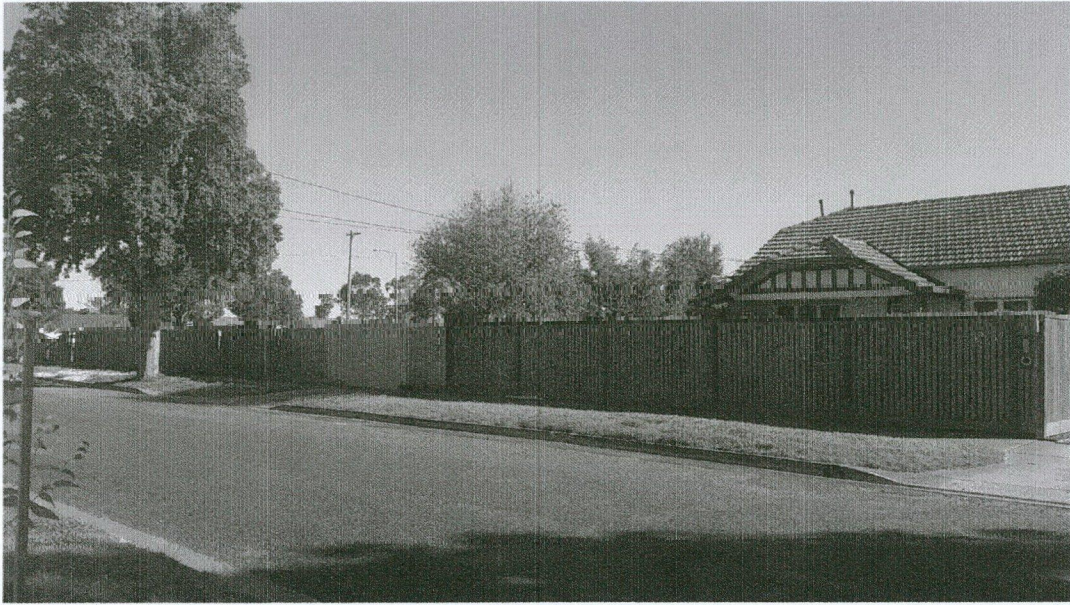


Figure 3- Looking north-west along Subject Site from Donnelly Avenue

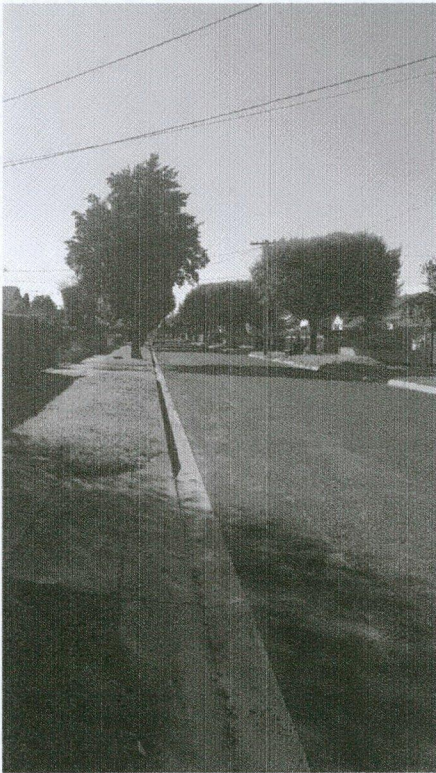


Figure 4- Streetscape along Donnelly Avenue

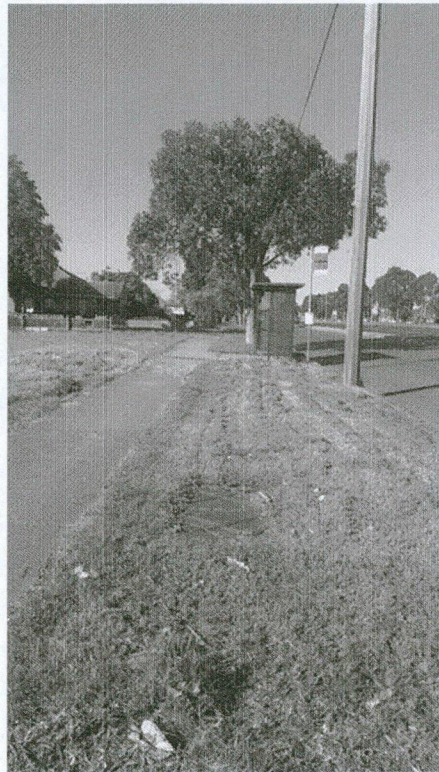


Figure 5- Existing infrastructure



Figure 6- Boundary between 68 Princes Highway

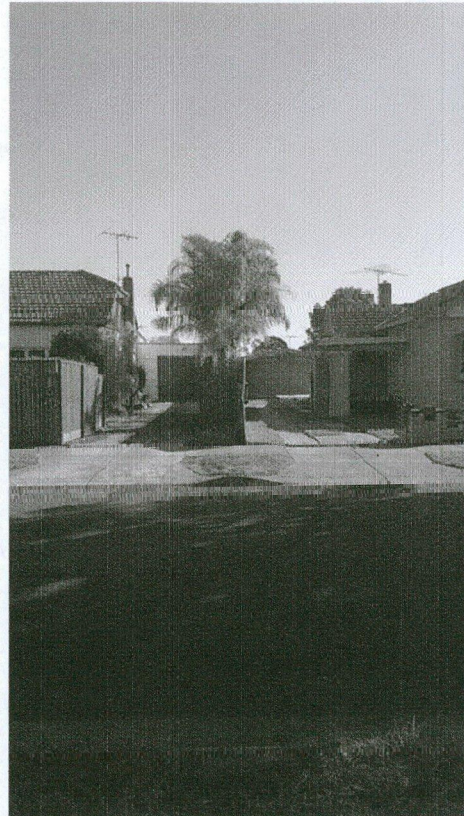


Figure 7- Eastern boundary

1.4 NEIGHBOURHOOD CONTEXT

The site is located in Norlane, approximately 6 kilometres north of Central Geelong. The site is strategically located along a major road connection, Princes Highway. Refer to Figure 8.

Norlane has a historical context of industrial workforce and associated clustered affordable public housing. The subject site is located in a housing estate which forms part of the Ford Motor Company Works which provided housing in the 1950s for worker migrants.

- The site is well located to public transport and is approximately 940 metres north-west to North Shore Railway Station, 3.3 km north of the North Geelong Railway Station, 3 kilometres south-west of Corio Station. In addition, a public bus route 20 services outside 64 Princes Highway. This service operates to Geelong-Corio every 20 minutes on weekdays and every 30 minutes on weekends.
- The site is approximately 1.8 km south of the Corio Shopping Centre.
- Windsor Park serving sports facilities and open space is approximately 400 metres or 15 minutes' walk.
- There are three churches within a 300 metre radius of the site.
- St Thomas Aquinas Primary School is approximately 320 metres to the north-east.
- Northern Bay P-12 College is approximately 750 metres to the north-east.
- The site is well serviced to health care facilities including Norlane Medical Centre approximately 180 metres south and Dentist 'Around Geelong Dental Care' approximately 20 metres south.

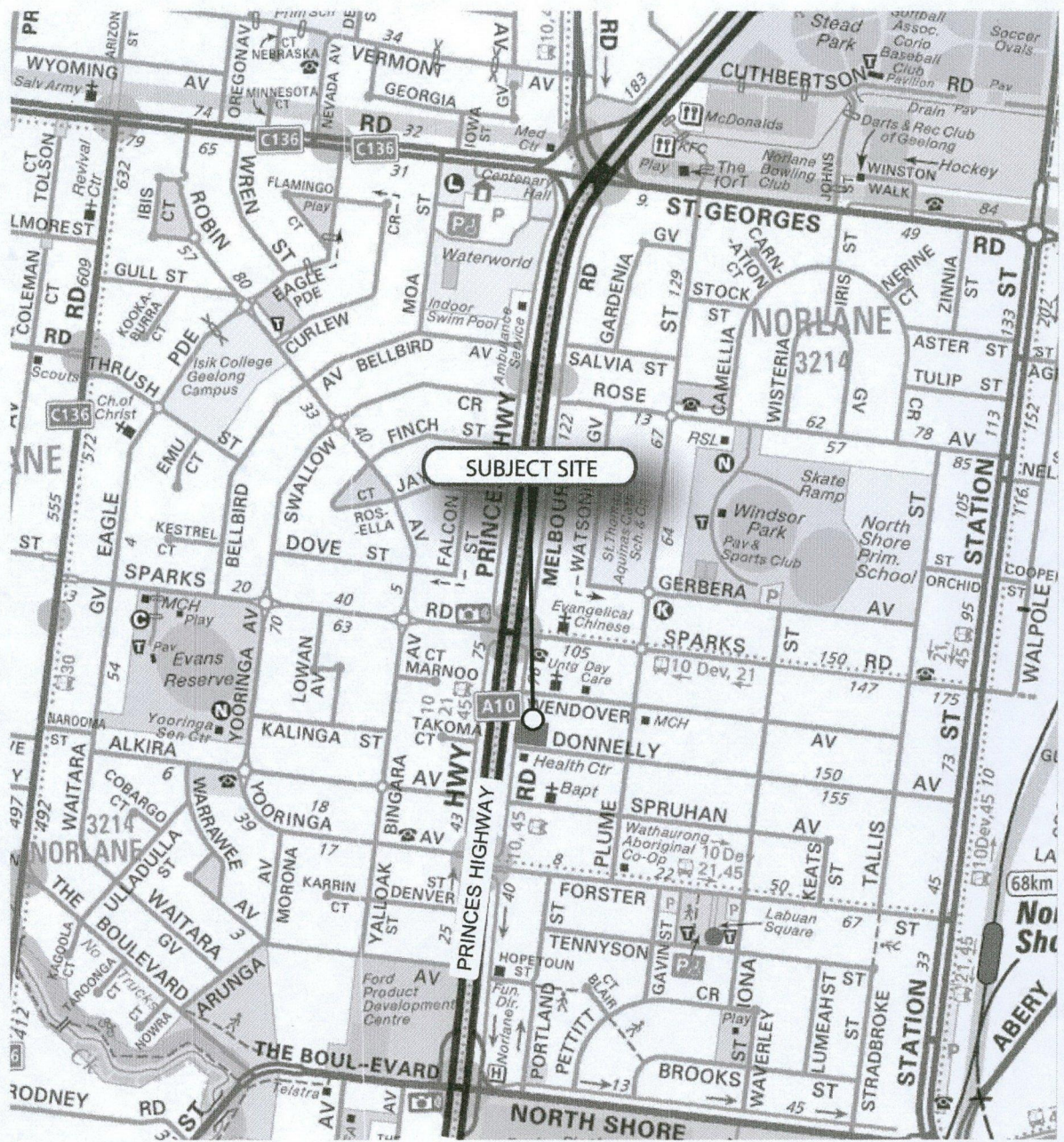


Figure 8- Locality Plan

2.0 PLANNING CONTEXT

2.1 MINISTERIAL DIRECTIONS

This Planning Scheme Amendment addresses Ministerial Direction 11. "The purpose of Ministerial Direction 11 is to ensure a comprehensive strategic evaluation of a planning scheme amendment and the outcomes it produces". The overall strategic objectives are achieved by removing the restrictive covenant.

2.2 PLANNING POLICIES

The following objectives of the State Planning Policy Framework (SPPF) are relevant to this application:

Clause 11 'Settlement' aims to *"anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing and that "planning is to facilitate sustainable development that takes full advantage of existing settlement patterns"*. This policy also seeks to provide a range of housing types with a mix of infill and greenfield options.

Pursuant to Clause 15 'Built Environment and Heritage', *new land use and development should "appropriately responds to its landscape, valued built form and cultural context, and protect places and sites with significant heritage, architectural, aesthetic, scientific and cultural value"*. *Land use and development planning must support the development and maintenance of communities with adequate and safe physical and social environments for their residents, through the appropriate location of uses and development and quality of urban design. Planning should achieve high quality urban design and architecture that: contributes positively to local urban character and sense of place; reflect the particular characteristics, aspirations and cultural identity of the community; enhances liveability, diversity, amenity and safety of the public realm, promotes attractiveness of towns and cities within broader strategic contexts; minimises detrimental impact on neighboring properties"*. The strategies are to promote good urban design to make the environment more livable and attractive. Community safety and neighborhood character are also important policy considerations.

Clause 16 'Housing' seeks to *"provide for housing diversity, and ensure the efficient provision of supporting infrastructure. New housing should have access to services and be planned for long term sustainability, including walkability to activity centres, public transport, schools and open space. Planning for housing should include providing land for affordable housing"*.

This is achieved by:

- Increase the supply of housing in existing urban areas by facilitating increased housing yield in appropriate locations, including under-utilised urban land.
- Ensure housing developments are integrated with infrastructure and services, whether they are located in existing suburbs, growth areas or regional towns.
- 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 with:
 - Respects the neighborhood 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.

The Municipal Strategic Statement (MSS) and Local Planning Policies relevant to this application are:

Clause 21.02 'City of Greater Geelong Sustainable Growth Framework' supports infill development in Geelong.

Clause 21.06 'Settlement and Housing' aims *"to provide for the consolidation of existing urban areas in a managed way and to encourage an appropriate range of development densities and to improve accessibility to urban areas"*. This is will be achieved through urban consolidation and housing change; Supporting appropriate medium density housing in the General Residential Zone (Schedule 1) areas (such as the subject site); and to *"to manage the impact of urban change on existing neighbourhoods, to ensure that new development responds to the existing neighbourhood character, to protect areas with a significant garden character and to protect areas with views to significant landscape features"*.

This policy also supports the redevelopment of dwellings owned by the Office of Housing, as part of urban renewal initiatives.

Clause 21.18 'Corio Norlane' seeks to increase the resident population, diversity housing types and support opportunities for renewal and support appropriate medium density housing on residential zoned land. This policy gives effect to the Corio Norlane Structure Plan.

The Corio Norlane Structure Plan (2012) supports and implements the strategic vision and future land use of Norlane. In particular, the proposal supports Principle 1 which aims to increase Corio and Norlane's resident population and diversify the types of available housing. Principle 2 also states to support opportunities for sustainable urban renewal. The proposal will encourage improved housing stock and increase the concentration of private housing while encouraging investment in Norlane.

G21 Regional Growth Plan

The G21 Regional Growth Plan identifies key strategic visions and strategies to encourage and support growth across the region. Key strategies aim to encourage urban regeneration in Norlane to create affordable and diverse housing stock.

2.3 ZONING AND OVERLAYS

The site is located in the Schedule 1 to the General Residential Zone (GRZ1) Refer to **Figure 3** below.

The purpose of Clause 32.08 is:

- *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *To encourage development that respects the neighbourhood character of the area.*
- *To implement neighbourhood character policy and adopted neighbourhood character guidelines.*
- *To provide a diversity of housing types and moderate housing growth 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.*

Under the GRZ1, a planning permit is required to subdivide land and construction of two or more dwellings on a lot. In accordance with Clause 32.08-8, an application must include a Clause 55 and Clause 56 assessment. Please refer to Appendix 1 and 2 for assessment.

Please also refer to development plans prepared by Mi Projects dated June 2018.

2.4 PARTICULAR PROVISIONS

Clause 52.02- Easements, Restrictions and Reserves

The purpose of Clause 52.02 is to "enable the removal and variation of an easement or restriction to enable a use or development that complies with the planning scheme after the interests of affected people are considered".

Section 61 (4) of the *Planning and Environment Act 1987*, prohibits the granting of a planning permit if the permit would authorise anything that would result in a breach of a restrictive covenant.

Under Section 23 of the *Subdivision Act 1988*, a permit is required to remove a restriction.

Clause 52.06- Car Parking

The purpose of Clause 52.06 is to:

- *Ensure that car parking is provided in accordance with the State Planning Policy Framework and Local Planning Policy Framework;*
- *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;*
- *Support sustainable transport alternatives to the motor car;*
- *Promote the efficient use of car parking spaces through the consolidation of car parking facilities;*
- *Ensure that car parking does not adversely affect the amenity of the locality; and*
- *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 52.06-5 a planning permit is required for the waiver of car parking. The development triggers the statutory demand of two visitor car parking spaces (1 car space per every 5 dwellings). No visitor car parking is provided as part of the development. Additionally, the development provides a total of 12 car spaces (1 car space per each two – bedroom dwelling) which meets the statutory requirement in Clause 52.06-5.

Please refer to the traffic impact assessment report prepared by ESR Transport dated 15 May 2018 for a justification of the waiver of visitor car parking.

Clause 52.29- Land adjacent to a Road Zone, Category, or a Public Acquisition Overlay for a Category 1 Road

The purpose of Clause 52.29 is to:

- *Ensure appropriate access to identified roads.*
- *Ensure appropriate subdivision of land adjacent to identified roads.*

A planning permit is required under Clause 52.29 to create and alter access to a Road Zone, Category 1. The development seeks to create and alter access along Princes Highway. The existing site contains one vehicle crossover. The proposal seeks to maintain one existing crossover vehicle crossovers, however has been relocated to accommodate the development.

Please refer to the traffic impact assessment report prepared by ESR Transport dated 15 May 2018.

Clause 55- Two or more dwellings on a lot

The purpose of Clause 55 is to:

- *Achieve residential development that respects the existing neighbourhood character or which contributes to a preferred neighbourhood character.*
- *Encourage residential development that provides reasonable standards of amenity for existing and new residents.*
- *Encourage residential development that is responsive to the site and the neighbourhood.*

Pursuant to Clause 55.01-1 a neighbourhood site description is required as part of the application requirements. Please refer to site analysis plan prepared by Mi Projects.

The development meets all the objectives and standards of this clause.

Clause 56- Subdivision

The purpose of Clause 56 is to:

- *Implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *Create liveable and sustainable neighbourhoods and urban places with character and identity.*
- *Achieve residential subdivision outcomes that appropriately respond to the site and its context.*
- *Ensure residential subdivision design appropriately provides for:*
 - *Policy implementation.*
 - *Liveable and sustainable communities.*
 - *Residential lot design.*
 - *Urban landscape.*
 - *Access and mobility management.*
 - *Integrated water management.*
 - *Site management.*
 - *Utilities.*

The development meets the objectives and standards of Clause 56.

3.0 PLANNING ASSESSMENT

Planning Scheme Amendment

The amendment will allow for the future development of the land. The amendment will provide for the removal of restrictive covenant 1693682 and be considered concurrently with the twelve lot subdivision. The amendment will provide diverse housing supply and affordable new housing in Norlane which is identified as a key strategic location in the Corio-Norlane Structure Plan and planning policies.

The proposal is expected to deliver positive social effects for the area. The amendment adds to the supply of affordable residential land and promotes a new housing supply and diversity of built form to the Norlane community. The proposal will promote residential development within close proximity to the town centre, community and recreation facilities, education facilities and public transport.

The proposal will generate economic benefits through direct and indirect employment opportunities for throughout the construction phase.

The proposal is not considered to detrimentally impact on the environment. No vegetation is proposed to be removed. The proposal has been designed to maximise and promote energy efficient housing.

Planning Policy Framework

The amendment supports a number of key policy directions within the SPPF. These include:

Clause 11- Settlement

The amendment will allow for diverse housing stock and promote sustainable development by encouraging residential infill.

Clause 15- Built Environment and Heritage

The amendment will result in a positive urban design outcome by promoting urban regeneration.

Clause 16- Housing

The amendment promotes affordable housing and diversity of housing supply in the area to meet the community needs. It also demonstrates careful planning by promoting residential uses within an existing residential neighbourhood, utilising the community infrastructure and assets.

Clause 19- Infrastructure

The amendment provides adequate infrastructure including sewerage, water and drainage utilising existing infrastructure assets.

Clause 21.02- City of Greater Geelong

The proposal will encourage sustainable development to meet the needs of the future community by providing a diverse housing supply.

Clause 21.06- Settlement and Housing

The proposal will allow for additional housing supply in the northern suburbs of Geelong. It will provide appropriate development to respect the existing neighbourhood character.

Clause 21.18- Corio Norlane

The proposal supports the objectives of the Corio Norlane Structure Plan by increasing the housing supply and diversity in Norlane. The site is along a major key road and key northern gateway to Geelong promoting sustainable urban renewal.

The proposed development achieves the objectives and decision guidelines of the General Residential Zone in Clause 32.08 by promoting developments that embed density in areas that offer good access to services and transport including development that respects neighbourhood character.

The proposed development balances state and local planning policies in particular **Clause 14, 16, 21.18** and **32.08** in relation to urban consolidation, providing a suitable and affordable housing supply. It will promote urban regeneration in the northern suburb of Geelong which has much strategic support.

The proposal provides a satisfactory site-responsive design. The lot arrangement is functional and responds appropriately to the surrounding neighbourhood character. The proposal has considered existing residential land uses to the north, south and east to provide appropriate setbacks and height responsive design. The setbacks along Donnelly Avenue vary from 4 metres to 5 metres to provide an appropriate transition of setbacks to the adjoining dwelling at 3 Donnelly Avenue, Norlane which is approximately 8.5 metres.

The common driveway will ensure dwellings 1,2,11 and 12 can be appropriately accessed and provides safe access way along Donnelly Avenue. The two story dwellings located in the far north-eastern boundary will reduce potential amenity impacts and ensures the single story dwellings maintain frontage along Princes Highway and Donnelly Avenue, to avoid significant bulk of the building along the streetscape.

The lots have been designed to maximise the open space orientated to the north for sufficient solar access. The various built form comprising of single and double storey promotes the diverse housing supply in Norlane.

The design responds to existing features adjoining the site including an existing bus stop and significant street trees, power poles, street signs and sewerage easements. The proposal also promotes passive surveillance with sufficient windows and frontages adjoining the street.

The design provides an appropriate density comprising of mixed single and storey development along key public transport corridors and carriageways in the northern suburbs of Geelong.

The proposal meets the objectives of Clause 55 and 56 of the Greater Geelong Planning Scheme. Please refer to Appendix 1 and 2 attached to this report.

The following chapter has been prepared to provide an overview of the envisaged key issues relating to the proposed amendment and future redevelopment of the site.

Please refer to the enclosed specialist reports and advice from the project team for further details of the various matters discussed below.

Planning Permit Application

Following a thorough and detailed assessment of the proposal we have identified the following key considerations that require specific commentary:

- Housing Density;
- Visual Impact;
- Neighbourhood Character;
- Overshadowing;
- Landscaping;
- Car Parking;
- Removal of Restriction;
- Community and Stakeholder Engagement; and
- ResCode Assessment.

Housing Density

The proposal will provide for medium density development in a well serviced and established residential neighbourhood. **Clause 16.02-1, 21.06-3** aims to support medium density housing that respects the neighbourhood character. **Clause 21.18-2** aims to support urban renewal which the proposal is facilitating by developing partial vacant land. **Clause 14.01** aims to facilitate the orderly development of urban areas. To increase housing density, it is reasonable to expect future development and new development and density from the existing character.

The proposal will provide appropriate medium- density housing growth in a key strategic location along a major carriageway, close to community, recreational, commercial and public transport facilities.

Development is responsive to the established character of the area and will provide smaller and diverse housing options by delivering townhouses.

The development will contribute to the envisaged character of Norlane in the Norlane-Corio Structure Plan.

Visual Impact

The proposal is not proposed to visually impact the amenity of the area. The total building height is 8.3 metres above ground floor level. The building height is compliant with Clause 55 Standard B7. The setbacks from the front, side and rear of the dwellings ensures appropriate screening can be provided. The landscaping and retaining of significant street trees ensures the development is screened where appropriate. Therefore, the proposal is appropriate to the location and context of the subject site.

In addition, the proposal incorporating mixed single and double-storey, an appropriate built form will be introduced through the double-storey in the north-eastern corner of the lot and single storey along the frontage of the road. This will ensure the bulk of the development and amenity visual impacts are minimised.

The materials are sensitive to the existing amenity of the area. The materials providing a combination of brickwork, painted cement sheet and rendering will ensure the visual bulk of the building is minimised.

The proposed fencing will not exceed Clause 55 standards. A side boundary fence of 2 metres will be constructed from dwelling 3 along Princes Highway.

Neighbourhood Character

Clause 21.06-4 encourages development that responds to existing neighbourhood character, protection of areas with significant garden character, and to manage the impact of urban change on existing neighbourhoods. The planning scheme establishes that neighbourhood character is derived from many aspects of urban development including scale, form, site coverage, setbacks, building spacing and rhythm as well as materials and colours.

The surrounding neighbourhood character as per Section 2 of this report comprises of primarily single-storey dwellings detached on relatively large lots. This has influenced the design process and balanced in consideration of **Clause 21.06-4** which encourages appropriate medium density housing that respects the existing neighbourhood character in General Residential Zone areas.

It is submitted that the proposal generally respects the existing and preferred neighbourhood character of the surrounding area whilst simultaneously embedding medium density in a strategic area close to services and main roads. Materially, the proposed development deviates slightly from the existing materiality, however given that this proposal seeks to utilise generous setbacks and provide for a well-articulated design towards Princes Highway and Donnelly Avenue frontage this change in materiality is appropriately sited.

Overshadowing

The proposal will not generate any significant overshadowing impacts. The overshadowing diagrams prepared and submitted with this application demonstrate there will be no overshadowing affecting the dwellings of adjoining properties. Refer to plans.

Landscaping

The proposal will provide generous landscaping around the interface of the dwellings and along the common driveway. The all existing significant street trees will be retained. Introduced trees to be planted in the front yards of the dwellings fronting the roads for visual screening and maintain the character of the area.

Car Parking

The proposed development is not expected to significantly increase the local parking amenity and traffic volumes and movements to and from the site.

Pursuant to Clause 52.06 of the Greater Geelong Planning Scheme, the proposal provides satisfactory car parking spaces for a dwelling. Clause 52.06 specifies 1 car parking space per two bedroom dwelling. A total of 12 car spaces are provided. Each dwelling containing a garaged parking space is consistent with the dimensions and design standards with Clause 52.06 and Australian Standards AS2890.1-2004 (off street).

A full waiver of visitor car spaces is sought. Clause 52.06 of the Greater Geelong Planning Scheme specifies 1 space for visitors to every 5 dwellings for developments of 5 or more dwellings. A statutory demand for 2 visitor car parking spaces is required. No visitor car parking is provided as part of the development.

A traffic impact assessment has been prepared by ESR Transport (15 May 2018). A justification seeks the full waiver of visitor car spaces given there is ample on-street car parking spaces in the surrounding street amenity with low demand for these spaces. It is also anticipated a small number of visitors will be visiting the site with a predicted additional 7 vehicle movements per hour during peak periods. While the proposal will include the reduction of 3 car parking spaces along Donnelly Avenue, it is expected the low demand and ample on-street parking is sufficient.

It is considered appropriate for a full waiver of visitor car parking and is not expected to compromise the safe and efficient operation of the surrounding road network.

Refer to attached Traffic Impact Assessment prepared by ESR Transport (15 May 2018).

Removal of Restriction

Owners benefiting from the restrictive covenant 1693682 is not likely to materially detriment as a consequence of removing the covenant affecting Lot 1 TP429809S (64 Princes Highway, Norlane).

The restrictive covenant 1693682 has been removed on additional properties in the area which suggests the purpose of the restrictive covenant created in 1938 is becoming outdated. Removing restrictive covenant 1693682 will provide an effective framework for land use and development across the neighbourhood by providing consistent development controls and to achieve the Corio-Norlane Structure Plan vision. Any potential impacts resulting in the construction of more than one dwelling on a lot can be controlled via planning permit conditions.

The proposal is in favour of net community benefit and orderly development and planning of Norlane.

Community and Stakeholder Engagement

The application will formally engage the community as part of the application and amendment process. Section 52(1) of the *Planning and Environment Act 1987* states the responsible authority must give notice to the application with a sign on-site and notice in the newspaper. Additionally, the combined planning scheme amendment process will ensure community is engaged and informed throughout the process.

Referral authorities as per under Section 55 of the *Planning and Environment Act 1987* will be informed and engaged as per statutory planning requirements.

ResCode Assessment

Detailed assessments against Clause 55 and Clause 56 of the Greater Geelong Planning Scheme are provided as part of the application package submitted to Council. The proposal complies with relevant all standards and promotes all relevant objectives. Where there is non-compliance, justification has been provided demonstrating how the objectives of Clause 55 and Clause 56 have still been met.

The proposed development will promote fair, orderly and sustainable development of the land. The current restrictive covenant prohibits development on the land which is identified in a strategic location and along a main transport corridor. The amendment will concurrently allow for the subdivision and development of dwellings providing a new and diverse housing supply to the Norlane community resulting in net-community benefit.

CLAUSE 55

<p>B1 – Neighbourhood Character Objective</p>	<p>The design response must be appropriate to the neighbourhood and the site, and respect the existing and preferred neighbourhood character and respond to features of the site.</p>	<p>✓ Complies Comments: The proposal provides for a design response that is considerate of the neighbourhood and the site. For reasons outlined in Section 5 of the attached Town Planning Report it is considered that the proposal respects the existing and preferred neighbourhood character and appropriately responds to site features.</p>
<p>B2 – Residential Policy</p>	<p>Written statement to address SPPF, LPPF and MSS policy compliance.</p>	<p>✓ Complies Comments: An overview on how the proposed development responds to both State and Local policy has been provide in the supporting Planning Report. Refer to Chapter 4.</p>
<p>B3 – Dwelling Diversity</p>	<p>To encourage a range of dwelling sizes and types in developments of ten or more dwellings.</p>	<p>✓ Complies Comments: The proposal provides a diverse housing stock including four double-storey and eight single storey townhouses. While the proposal only provides for 2 bedroom dwellings it does provide for a variety of built form through dwelling lot density and layout. All townhouses maintain the living areas at floor level.</p>
<p>B4 – Infrastructure Objectives</p>	<p>The development is provided with appropriate utility and infrastructure and doe no unreasonably overlaid the capacity of the utility services and infrastructure. Connection to:</p> <ul style="list-style-type: none"> ▪ Barwon Water ▪ Stormwater/ Drainage ▪ Telecommunications ▪ Electricity 	<p>✓ Complies Comments: All infrastructure requirements are provided without overloading capacity. The site has existing services.</p>
<p>B5 – Integration with Street Objective</p>	<p>To integrate the layout of the development within the street.</p> <ul style="list-style-type: none"> ▪ Pedestrian and vehicle links for local accessibility ▪ High fences should be avoided 	<p>✓ Complies Comments: The development has been designed to address the interface between Princes Highway and Donnelly Avenue maximising its design on a corner</p>

	<ul style="list-style-type: none"> ▪ Dwellings should be oriented to the street or proposed streets ▪ Dwellings should be designed to promote observations of abutting streets and any abutting public open spaces. 	<p>lot. The two dwellings on the corner front Donnelly Avenue rather than Princes Highway due to the existing street tree and bus stop. This design layout maximises frontage of dwellings along Donnelly Avenue which is a quieter residential street.</p> <p>All dwellings are oriented to front the existing roads and internal driveway which provides direct connection and line-of-sight. Vehicle and pedestrian access will be improved by providing a new shared common driveway servicing dwellings 9, 10, 11 and 12.</p> <p>No front fencing is proposed as part of the development. The side fencing facing Princes Highway at dwelling 3 will be constructed at 1.8m high. This will not prejudice the amenity of the area and will ensure the build fronts Donnelley Avenue to maintain an acceptable passive interface on a corner lot.</p>
<p>Clause 55.03 Site Layout and Building Massing</p>		
<p>B6 – Street Setbacks</p>	<p>Walls of buildings should be set back from streets:</p> <ul style="list-style-type: none"> ▪ Refer to Schedule ▪ Minimum Setback from Front Street (m) ▪ Minimum Setback from Side Street (m) ▪ Minimum Setback from Road Zone Category 1 ▪ Minimum Setback for corner 	<p>✓ Variation Required</p> <p>Comments: The proposal is seeking a variation for the proposed front setbacks.</p> <p>The design intent has been to stagger development progressively back from the corner of the site to respect the existing dwellings on adjoining sites while maximising the sites development potential.</p> <p>The proposed 6m setback for Dwellings 1 & 2 is almost identical to the 6.5m setback of the dwelling further north at the corner of Princes Highway & Wendover Avenue. The 4m & 5m</p>

		<p>front setbacks along Donnelley Avenue are representative of a new development in an area that is gradually transitioning as older housing stock is replaced.</p> <p>The variation is submitted to be appropriate given the context of the site and development.</p>
B7 – Building Height	<p>The building height should not exceed the maximum height in the Zone, Schedule or Overlay.</p> <p>If no maximum Height, the building height should not exceed 9.0m unless the slope in the land, at any cross-section is wider than 8m, is 2.5 degrees or more, in which case the maximum building height is 10m.</p>	<p>✓ Complies</p> <p>Comments:</p> <p>As no maximum building height is specified in the General Residential Zone, a height limit of 9 metres applies.</p> <p>The proposed development is 8.3metres above natural ground level at its highest point and therefore complies with the zone requirements.</p> <p>It is submitted that the proposed double storey dwellings achieve the objective of providing for a graduation of height from the adjoining single storey dwellings.</p>
B8 – Site Coverage	<p>Maximum site coverage in the zone if not specified, should not exceed 60%.</p>	<p>✓ Complies</p> <p>Comments:</p> <p>The proposed development has a site coverage of 52.5%.</p>
B9 – Permeability Objectives	<p>The minimum previous areas in the Schedule or should be at least 20% of the site.</p>	<p>✓ Complies</p> <p>Comments:</p> <p>The proposed development has a permeable site area of 24%.</p>
B10 - Energy Efficiency	<p>Buildings should be oriented to make appropriate use of solar energy and ensure that energy efficiency of existing dwellings on adjoining lots is not unreasonably reduced.</p>	
B11- Open Space	<p>Integrate the layout with public and communal open space provided in or adjacent to the development. If provided, it should be:</p> <ul style="list-style-type: none"> ▪ Substantially fronted by dwellings ▪ Provide outlook for as many dwellings as practicable 	n/a

	<ul style="list-style-type: none"> ▪ Be designed to protect natural features on the site ▪ Be accessible and useable 	
<p>B12 – Safety</p>	<p>Ensure that entrances to the dwelling are not obscured or isolated from the street or internal accessways. Planting which creates unsafe places should be avoided.</p> <p>Provide good lighting, visibility and surveillance.</p> <p>Private spaces should be protected from in appropriate public spaces.</p>	<p>✓ Complies</p> <p>Comments:</p> <p>The proposal has been designed to provide for the safety and security of residents and property.</p> <p>All external entry points are legible from the roadway and the internal driveway.</p> <p>The architectural design has emphasised the entries through the provision of verandas which connect the entry to the driveway, providing a good sense to address to each dwelling.</p> <p>Landscaping within the development has been designed to maintain a safe environment through appropriately located and scaled landscaping treatments.</p> <p>The common spaces and entries will all be well lit.</p>
<p>B13 – Landscaping</p>	<p>Protect the landscaping features of the neighbourhood.</p> <p>Take into account the soil type and drainage patterns of the site.</p> <p>Allow for intended vegetation growth and structural protection of the buildings.</p> <p>In locations of habitat importance, maintain existing habitat and provide for habitat for plants and animals.</p> <p>Development should provide for the retention and planting of trees where they are part of the neighbourhood character. The development should provide for the replace of significant trees that have been removed</p>	<p>✓ Complies</p> <p>Comments:</p> <p>It is proposed to provide a landscape plan in response to a condition of permit however there are sufficient spaces for landscaping treatments throughout the site. These include front yards and backyards along the common driveway whilst the development retains all existing street trees.</p>

	with 12 months of the application being made.	
B14 – Access	<p>The width of accessways for car spaces should not exceed 33% of the street frontage, or if the width is less than 20m 40% of street frontage.</p> <p>No more than a single width crossover should be provided for each dwelling fronting a street.</p> <p>The number of crossovers should maximise the retention of on-street car parking spaces.</p> <p>The number of access points on a Road Zone should be minimised.</p> <p>Developments must provide for service, emergency and delivery vehicles.</p>	<p>✓ Complies</p> <p>Comments:</p> <p>The proposed shared driveway retains and extends the existing crossover.</p> <p>The proposed driveway meets all of the relevant criteria by being a minimum of 3.4m wide and having appropriate area for vehicles to manoeuvre safely and efficiently in and out of the double garages serviced by the common driveway.</p> <p>The swept path diagrams prepared by ESR Transport submitted with this report identify safe internal access.</p> <p>The proposal attempts to provide as many on-street parking spaces where necessary.</p> <p>Access for emergency vehicles is sufficient from the existing street network while the common driveway also provides suitable access for emergency vehicles.</p>
B15 – Parking Location	<p>Car parking facilities should be reasonably close and convenient to dwellings and residential buildings; secure and well ventilated.</p>	<p>✓ Variation Required</p> <p>Comments:</p> <p>Each dwelling has access to a secure single garage which is close and convenient, secure, easily accessed and well ventilated.</p> <p>The shared accessway encroaches within the 1.5 metre setback of a common driveway. Dwellings 9 and 10 encroach within a 1.3 metre setback. A bedroom window overlooks onto the driveway from dwelling 9 and 10.</p> <p>To ensure that the amenity impacts of residents are protected, a variation is sought and windows will be double glazed to provide greater noise attenuation.</p>
Clause 55.04 Amenity Impacts		
B17 – Side and Rear Setbacks	<p>A new building on or within 200mm of a boundary should be setback as specified in the</p>	<p>✓ Variation Required</p> <p>Comments:</p>

	Schedule, or 1.0m plus 0.3m for every height over 3.6m up to 6.9m plus 1.0m for every metre in height over 6.9m. Sunblinds, verandas porches, eaves, fascia's, gutters, masonry, chimneys, flues and pipes, domestic fuel, heating and water tanks and heating and cooling can encroach not more than 0.5m into the setback.	Most side and rear setbacks comply with the standard as walls are well set-off boundaries. Dwelling 10 and 11 are seeking a variation to this requirement being setback at 1.83 metres. This is not considered to affect the amenity of the adjoining properties and the space is used for storage and providing spacing between the buildings and the lot boundary.
B18 - Walls on Boundaries	New wall can be constructed on the boundary or within 200mm of the boundary. The length is 10m plus 25% of the remaining length of the boundary of the adjoining lot, or existing wall, whichever is greater. The maximum height is 3.6m.	<p>✓ Complies</p> <p>Comments:</p> <p>Dwellings 1 and 8 proposes to build a wall along the boundary to abutting land at 68 Princes Highway, Norlane and 3 Donnelly Avenue, Norlane.</p> <p>The wall of Dwelling 1 does not exceed 10 metres along the boundary.</p> <p>The wall of Dwelling 8 is 10.4 metres along the boundary and meets the standard by not exceed 25% of the remaining boundary lot and walls will remain an average of 3.2 metres.</p>
B19 – Daylight to windows objectives	Buildings opposite existing habitable rooms should provide for a light court to the existing window that has a minimum area of 3m ² . This may include land on the abutting lot.	<p>✓ Complies</p> <p>Comments:</p> <p>The proposed development will have no impacts on existing habitable room windows given setbacks exceed 3 metres from existing habitable rooms.</p>
B20- North Facing windows	If a north facing habitable room is within 3.0m of the boundary of an abutting lot, the building should be setback 1.0m plus 0.6m for every height above 6.9m for a distance of 3.0m.	<p>✓ Complies</p> <p>Comments:</p> <p>No north facing windows of existing dwellings are affected given the separation between the development and Donnelly Avenue.</p>
B21 – Overshadowing	Where sunlight to the existing dwelling is reduced, at least 75% or 40m ² with minimum dimensions of 3.0m of secluded open space should receive a minimum of five hours of sunlight between	<p>✓ Complies</p> <p>Comments:</p> <p>The shadow diagrams submitted as part of the application demonstrate that the properties to the east will have minimal amounts of overshadowing. The</p>

	9am and 3pm on 22 September.	shadow diagrams illustrating the September 22 Equinox demonstrate the proposed development will partially cast shadow onto 3 Donnelly Avenue, Norlane but will meet the requirements by not encroaching more than 40 sqm. The shadows will encroach the existing shed and not more than 3 metres width of open space. This is a minimal amount given the site and its depth for solar access to the north. The existing dwelling will not be impacted by any shadowing.
B22 – Overlooking	A habitable room, balcony or terrace should be designed to avoid direct views. With a direct view within a horizontal distance of 9m (measured at group level) should be offset by 1.5m from the edge of one window; have sill heights of 1.7m above floor level; obscure glazing; permanent screens 1.7m above floor level. This does not apply if there is 1.8m barrier.	✓ Complies Comments: Overlooking from the subject site has been managed by the design. The townhouses adjoining the boundary do not have windows looking directly onto properties at 68 Princes Highway or 3 Donnelly Avenue. The second floor of dwelling 11 overlooking onto adjoining property at 68 Princes Highway can be minimised overlooking through the use of obscured glass.
B23 – Internal Views	Window and balconies should be designed to prevent overlooking of secluded open space of a lower level dwelling or residential building directly below or in the same development.	✓ Complies Comments: Internal views have been managed through the use of obscured glass for the double storey windows which could potentially overlook upon adjoining lots.
B24 – Noise Impacts	Noise sources such as mechanical plant, should not be located near bedrooms or the adjacent existing dwellings. The design should also take into account the noise sources on adjacent	✓ Complies Comments: All equipment will be appropriately located and shielded to contain excess noise and there are no known noise sources on adjacent properties.

	properties and busy roads, rail lines or industry.	
Clause 54.05 On-site Amenity and Facilities		
B25 - Accessibility	The dwellings on group floors should be easily accessible for people with limited mobility.	<p>✓ Complies</p> <p>Comments:</p> <p>Ground floor entries to each dwelling are accessible to those with limited mobility through the provision of the footpaths from the driveway area to the entries.</p>
B26 – Dwelling Entry	Entry to dwellings be visible and identifiable from the street and other public areas.	<p>✓ Complies</p> <p>Comments:</p> <p>All external entry points are clearly identifiable from the internal accessway.</p> <p>The architectural design has emphasised the entries through the veranda to enhance the sense of arrival and main entry point.</p>
B27 – Daylight to New Windows	A habitable room window should be located to face an outdoor space clear to the sky with a minimum area of 3m ² and dimension of 1m ² not including the abutting lot; a verandah provided that it is open for at least one third of its perimeter; or a carport provided it has two or more open sides and is open for at least one third of its perimeter.	<p>✓ Complies</p> <p>Comments:</p> <p>All habitable windows face outdoor space to allow adequate daylight into habitable rooms.</p> <p>There are no borrowed light spaces proposed to habitable room windows.</p>
B28 – Private Open Space	As specified in the Schedule or 40m ² with one part should be secluded private open space with a minimum area of 25m ² and minimum dimension of 3m from the side or rear of the dwelling with convenient access from the living room. Balcony area of 8m ² with a minimum width of 1.6m. Roof top area of 10m ² with a minimum width of 2m.	<p>✓ Complies</p> <p>Comments:</p> <p>All dwellings are provided with an area of secluded private open space that exceeds the statutory requirement with all lots exceeding 25 sq m and minimum of 3 metres wide.</p>
B29 – Solar Access to Open Space	Private open space should be located to the north side of the dwelling. On the southern side, setback $2 + 0.9h$ m (where h = height of wall).	<p>✓ Complies</p> <p>Comments:</p> <p>The proposed secluded private open space provides for half of the dwellings oriented to the</p>

		<p>north. The additional secluded open space for the dwellings comply with the setback requirement as follows:</p> <ul style="list-style-type: none"> ■ Dwelling 2 has a minimum 4.3metre standard requirement and is setback at 4.7 metres. ■ Dwelling 4 has a setback requirement of 4.0 metres and is setback at 6.0metres. ■ Dwelling 5 and 6 meet the standard with a requirement of setback to 6.7 metres and are designed to 7.7 metres.
B30 – Storage	Provide 6m ³ of secure storage per dwelling	<p>✓ Complies</p> <p>Comments: A suitable storage area is provided in the backyards with each dwelling having a shed.</p>
Clause 55.06 Detailed Design		
B31 – Design Detail	<p>Facade articulation, window and door proportions, roof form and verandas and eaves.</p> <p>Garages should be visually compatible with the neighbourhood character.</p>	<p>✓ Complies</p> <p>Comments:</p> <p>Skillion roof forms are proposed as part of the development and will introduce a contemporary architectural style within the neighbourhood. The height and design of these are sensitive to the surrounding area. The eaves align with the existing neighbourhood character.</p> <p>Furthermore, the double storey form has been designed in the north-eastern corner to avoid potential amenity impacts and visual bulk of the building whilst providing a range of housing supply.</p> <p>The materials to be used in the construction of the proposed dwelling have also been drawn from the surrounding neighbourhood including brickwork used in a contemporary manner. The various window facades will promote a modern design treatment whilst reduce the bulk of the building.</p>

		The Proposal will introduce a contemporary housing option that generally respects the existing character while incorporating commendable active and passive environmental sustainable design elements.
B32 – Front Fence	Within 3m of the street should not exceed 1.5m or 2.0 if on Road Zone Category 1.	<p>✓ Complies</p> <p>Comments: No front fences are proposed as part of the development. This will ensure passive surveillance and good design outcome with the interface between Princes Highway and Donnelly Avenue.</p>
B33 – Common Property	Clearly delineate public, communal and private areas. Common property should be functional and capable of efficient management.	<p>✓ Complies</p> <p>Comments: The common driveway will be managed in a functional and capable manner. The private and communal spaces will be clearly delineated to clearly indicate property boundaries.</p>
B34 – Site Services	Services can be installed and easily maintained and area accessible, adequate and attractive.	<p>✓ Complies</p> <p>Comments: Sufficient space for facility and service maintenance will be provided. All facilities will be designed to ensure compliance with this Standard. In addition, dedicated bin storage areas are located adjacent to the garages and to service entries. Mailboxes will be provided at the street frontage.</p>

1.5 CLAUSE 56

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To create liveable and sustainable neighbourhoods and urban places with character and identity.
- To achieve residential subdivision outcomes that appropriately respond to the site and its context for:
 - Metropolitan Melbourne growth areas.
 - Infill sites within established residential areas.
 - Regional cities and towns.

To ensure residential subdivision design appropriately provides for:

- Policy implementation.
- Liveable and sustainable communities.
- Residential lot design.
- Urban landscape.
- Access and mobility management.
- Integrated water management.
- Site management.
- Utilities.

Provision		Compliance
Clause 56.01 Subdivision Site and Context and Design Response		
Clause 56.02 Policy Implementation		Refer to Section 2 of this report.
C1 Strategic Implementation	The proposed subdivision is consistent with the SPPF, LPPF and MSS.	
C6 – Neighbourhood character	Subdivision should: <ul style="list-style-type: none"> - Respect the existing neighbourhood character or achieve a preferred neighbourhood character consistent with any relevant neighbourhood character objective, policy or statement set out in this scheme. 	✓ Complies Comments: The proposed subdivision layout provides for a new housing stock and diversity in the area. The development will align with the preferred character of the area as identified in the Norlane Corio Structure Plan. The design has been responsive to the adjoining properties to protect the amenity of the area.

	<ul style="list-style-type: none"> - Respond to and integrate with the surrounding urban environment. <p>Protect significant vegetation and site features.</p>	
Clause 56.04 Lot Design		
<p>C7 – Lot Diversity and distribution</p>	<p>A subdivision should implement any relevant housing strategy, plan or policy for the area set out in this scheme.</p> <p>Lot sizes and mix should achieve the average net residential density specified in any zone or overlay that applies to the land or in any relevant policy for the area set out in this scheme.</p> <p>A range and mix of lot sizes should be provided including lots suitable for the development of:</p> <ul style="list-style-type: none"> - Single dwellings. - Two dwellings or more. - Higher density housing. - Residential buildings and Retirement villages. <p>Unless the site is constrained by topography or other site constraints, lot distribution should provide for 95 per cent of dwellings to be located no more than 400 metre street walking distance from the nearest existing or proposed bus stop, 600 metres street walking distance from the nearest existing or</p>	<p>✓ Complies Comments:</p> <p>The proposal will provide medium density housing providing 12 townhouses each with an area of 135.8-222.1 sq m.</p> <p>The proposal is a positive response to the site given its strategic location along key roads and public transport corridors and facilities including: <input type="checkbox"/></p> <ul style="list-style-type: none"> - North Shore Railway Station approximately 940 metres south-east; - 3.3 km north of the North Geelong Railway Station; - 3 kilometres south-west of Corio Station; - The site is approximately 1.8 km south of the Corio Shopping Centre; - Windsor Park serving sports facilities and open space is approximately 400 metres or 15 minutes' walk; - There are three churches within a 300 metre radius of the site. - St Thomas Aquinas Primary School is approximately 320

	<p>proposed tram stop and 800 metres street walking distance from the nearest existing or proposed railway station.</p> <p>Lots of 300 square metres or less in area, lots suitable for the development of two dwellings or more, lots suitable for higher density housing and lots suitable for higher density housing and lots suitable for Residential buildings and Retirement villages should be located in and within 400 metres street walking distance of an activity centre.</p>	<p>metres to the north-east.</p> <ul style="list-style-type: none"> - Northern Bay P-12 College is approximately 750 metres to the north-east; and <p>The site is well serviced to health care facilities including Norlane Medical Centre approximately 180 metres south and Dentist 'Around Geelong Dental Care' approximately 20 metres south.</p>
<p>C8 – Lot area and building envelopes</p>	<p>An application to subdivide land that creates lots of less than 300 sqm should be accompanied by information that shows:</p> <ul style="list-style-type: none"> - That the lots are consistent or contain building envelope that is consistent with a development approved under this scheme, or <p>That a dwelling may be constructed on each lot in accordance with the requirements of this scheme.</p>	<p>✓ Complies</p> <p>Comments: A Clause 55 assessment accompanies this request to subdivide the land which demonstrates the proposal's compliance with the scheme and shows that buildings may be successfully constructed on each lot if approved as part of this subdivision in accordance with the requirements of this scheme.</p>
<p>C9 – Solar Orientation of lots</p>	<p>Unless the site is constrained by topography or other site conditions, at least 70 percent of lots should have appropriate solar orientation.</p> <p>Lots have appropriate solar orientation when:</p> <ul style="list-style-type: none"> - 	<p>✓ Complies</p> <p>Comments: The chosen subdivision design will take best advantage of the site's orientation through providing north-facing secluded private open space areas to each lot ensuring equitable access to northern solar light.</p>

<p>C10 – Street Orientation</p>	<p>Subdivision should increase visibility and surveillance by ensuring lots front all roads and streets and avoid the side or rear of lots being orientated to connector streets and arterial roads.</p>	<p>Variation Sought Comments:</p> <p>The proposed subdivision is connected onto the adjoining road and street network in that lots will front directly.</p> <p>Some of the lots (9-11) are located in the development and do not have direct access to the adjoining streets.</p>
<p>C11 – Common Area</p>	<p>An application to subdivide land that creates common land must be accompanied by a plan and a report identifying:</p> <ul style="list-style-type: none"> - The common area to be owned by the body corporate, including any streets and open space. - The reasons why the area should be commonly held. - Lots participating in the body corporate. - The proposed management arrangements including maintenance standards for streets and open spaces to be commonly held. 	<p>✓ Complies Comments:</p> <p>The proposal includes an area of common property to cover the shared accessway which is a typical arrangement for in-fill developments such as this.</p> <p>Lots 9, 10, 11 and 12 will have 100% entitlement to the common property area and the area will be managed subject to a detailed body corporate agreement to be determined as a planning permit condition.</p>
<p>Clause 56.05 Urban Landscape</p>		
<p>C12 – Integrated urban landscape objectives</p>	<p>An application for subdivision that creates streets or public open space should be accompanied by a landscape design.</p>	<p>✓ Complies Comments:</p> <p>The proposed subdivision does not create streets or public open space. Nonetheless the development component of the proposal addresses</p>

		the need for an appropriate landscaping outcome.
C13 – Public open space objectives		
Clause 56.06 Access and Mobility		
C14 – Integrated mobility	An application for subdivision must include a plan of the layout of the neighbourhood that meets the objectives of Clause 56.06-2 Walking and cycling network, Clause 56.06-3 Public transport network, and Clause 56.06-4 Neighborhood street network.	<p>✓ Complies</p> <p>Comments: The proposal connects with the existing network of footpaths, buses and the existing streets.</p>
C15 – Walking and cycling network	To contribute to community health and well being by encouraging walking and cycling as part of the daily lives of residents, employees and visitors	<p>✓ Complies</p> <p>Comments: The proposed subdivision will not alter the neighbourhood network. It will encourage greater activation in the area through lot design and utilising the site's close proximity to key facilities and transport.</p>
C16 – Public transport		
C17- Neighbourhood Street network	<p>The neighbourhood street network must existing mobility network of arterial roads, neighbourhood streets, cycle paths, shared paths, footpaths and public transport routes.</p> <ul style="list-style-type: none"> - and identity. - Take account of any identified significant features. 	<p>✓ Complies</p> <p>Comments: The proposed subdivision is not creating any new roads. The lot design ensures it supports the existing road network, pedestrian access and bus stop outside Princes Highway.</p>
C18 – Walking and cycling network detail	Footpaths, shared paths, cycle paths and cycle lanes should be designed to be part of a comprehensive design of	<p>✓ Complies</p> <p>Comments: The proposed subdivision does not alter the existing footpath network.</p>

	the road or street reservation.	The creation of new crossovers will be constructed in accordance with the relevant planning scheme requirements.
C19- Public transport detail	To provide for the safe, efficient operation of public transport and the comfort and convenience of public transport users.	<p>✓ Complies</p> <p>Comments:</p> <p>The subject site is located in close proximity to bus stops along Princes Highway.</p>
C20 - Neighbourhood Street network detail	<p>The design of streets and roads should meet the requirements of Table C1. Where the widths of access lanes, access places, and access streets do not comply with the requirements of Table C1, the requirements of the relevant fire authority and roads authority must be met.</p> <p>Any relevant details for the design and location of street furniture, lighting, seats, bus stops, telephone boxes and mailboxes.</p>	<p>✓ Complies</p> <p>Comments:</p> <p>The proposed twelve lot subdivision does not include the provision of public roads.</p>
C21 – Lot access	<p>Vehicle access to lots abutting arterial roads should be provided from service roads, side or rear access lanes, access places or access streets where appropriate and in accordance with the access management requirements of the relevant roads authority.</p> <p>Vehicle access to lots of 300 sqm or less in area and lots with a frontage of 7.5ms or less should be provided via rear or side access lanes, places or streets.</p>	<p>✓ Variation Required</p> <p>Comments:</p> <p>Access to the lots abutting the arterial road (Princes Highway) is delivered access via an existing service road and meets this requirement.</p> <p>The Traffic Impact Assessment (15 May 2018, ESR Transport) details the site maintains standard access ways and safe road network.</p> <p>Lots will be accessed via a single width crossover to</p>

	<p>The design and construction of a crossover should meet the requirements of the relevant road authority.</p>	<p>the site and has been designed to minimize the number of crossovers and utilize and extend existing crossovers where necessary.</p> <p>The design comprising of lots less than 300 sq m is seeking a variation to be accessed via non-arterial roads. Only dwelling 1 and 2 will be accessed from Princes Highway which itself is serviced by an internal service road and therefore justified.</p>
<p>Clause 56.07 Integrated Water Management</p>		
<p>C22- Drinking water supply</p>	<p>The supply of drinking water must be:</p> <ul style="list-style-type: none"> - Designed and constructed in accordance with the requirements and to the satisfaction of the relevant water authority. - Provided to the boundary of all lots in the subdivision to the satisfaction of the relevant water authority. 	<p>✓ Complies</p> <p>Comments: The proposed development will be provided with drinking water in accordance with the requirement of the relevant water authority.</p>
<p>C23 – reused and recycled water</p>	<p>Reused and recycled water supply systems must be designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority, Environment Protection Authority and Department of Human Services.</p>	<p>✓ Complies</p> <p>Comments: The supply of reused and recycled water may be provided in accordance with the requirements of the relevant water authority.</p>

<p>C24 – Wastewater management</p>	<p>Waste water systems must be designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority and the Environment Protection Authority. Reticulated waste water systems must be provided to the boundary of all lots in the subdivision where required by the relevant water authority.</p>	<p>✓ Complies Comments: Services are in place for the proposed development.</p>
<p>C25 – Urban run-off management</p>	<p>The urban stormwater management system must be designed and managed in accordance with the requirements and to the satisfaction of the relevant drainage authority.</p> <p>The stormwater management system should be integrated with the overall development plan including the street and public open space networks and landscape design.</p>	<p>✓ Complies Comments: A stormwater management plan will be developed prior to the commencement of construction which will detail how stormwater will be detained, treated and discharged.</p> <p>It is anticipated that a condition of permit will require full details of the proposed system and the requirements for limiting discharge so as not to over-saturate the existing drainage network.</p>
<p>Clause 56.08 Site Management</p>		
<p>C26 – Site Management</p>	<p>A subdivision application must describe how the site will be managed prior to and during the construction period.</p>	<p>✓ Complies Comments: A construction management plan relating to the development will describe how these issues</p>

		will be managed. It is anticipated that a construction management plan be required as a condition of permit.
Clause 56.09 Utilities		
C27 – Shared Trenching	Reticulated services for water, gas, electricity and telecommunications should be provided in shared trenching to minimise construction costs and land allocation for underground services.	✓ Complies Comments: Reticulated services for water, electricity and telecommunications have been provided as the site is located in an existing residential neighbourhood.
C28 Electricity, telecommunications and gas	The electricity and telecommunication systems must be designed in accordance with the requirements of the relevant electricity supply agency, and be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant authority.	✓ Complies Comments: Each lot will be fully serviced with the typical utilities.
C29 Fire Hydrants	Fire hydrants should be provided: A maximum distance of 120 metres from the rear of each lot.	✓ Complies Comments: Fire hydrants have been delivered given the site is located in an existing residential area. Fire hydrants are located within 120 metres from the rear of each lot and therefore meets the standard.
C30 Public Lighting	Public lighting should be provided to streets, footpaths, public telephones, public transport stops and to major pedestrian and cycle paths including public open spaces that are likely to be well used at night to assist in	✓ Complies Comments: Electricity and lighting infrastructure are already provided give the site is located in an existing residential area.

64-66 Princes Hwy & 1 Donnelly Ave, Norlane

	providing safe passage for pedestrians, cyclists and vehicles.	
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4.0 CONCLUSION

The proposed use and development of the land is supported by the objectives, policies and decisions guidelines presented in this submission.

This Report has detailed a combined planning permit and planning scheme amendment request made under Section 96a of the *Planning and Environment Act 1987* for the proposal at 64-66 Princes Highway and 1 Donnelly Avenue, Norlane.

This Report has described the site and its context, detailed the proposal, provided an overview of the planning framework, and lastly assessed the planning merits of the proposal against relevant state and local planning policy. The proposal seeking to remove restrictive covenant 1693682 is not expected to result in significant material detriment to the community.

Having considered the proposal in the context of the Greater Geelong Planning Scheme, the proposed development on land at 64-66 Princes Highway and 1 Donnelly Avenue has strategic merit in favour of net community benefit and sustainable development of land offering a diversity of housing supply and affordability for the future community of Norlane and its strategic vision.

The proposed amendment promotes a good planning outcome and orderly planning by:

- Consistent with the relevant State and Local planning policy referenced in the report and;
- Consistent with the objectives and decision guidelines of the applicable Particular Provisions.

It follows as the recommendation and request of this report that Council support and adopt the combined planning permit and amendment for Ministerial consideration.

Kirsten Kilpatrick
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24 August 2018