

MINUTES

PLANNING COMMITTEE MEETING No. 243

Thursday 23 October 2025
6pm

City Hall

ALSO LIVE STREAMED ON THE CITY'S WEBSITE:

www.geelongaustralia.com.au/meetings

PANEL:

Cr A Katos (Chair)
Cr S Kontelj
Cr R Nelson
Cr A Aitken
C M Cadwell
Cr E Sinclair

PRESENT

Present: Cr A Katos (Chair)
Cr S Kontelj
Cr R Nelson
Cr A Aitken
C M Cadwell
Cr E Sinclair

Council Officers: Leigh Page, Principal Planner – Business Facilitation
John Rush, Coordinator Statutory Planning
James Stirton, Executive Director City Infrastructure
Joanne Van Slageren, Manager City Development
Jacquilyn Douglas, Manager Council and Corporate Governance
Tessa English, Administration Officer City Development

Opening: The Chair declared the meeting open at 6:00pm

1. PROCEDURAL MATTERS

Acknowledgement Of Country

The Committee acknowledges the Wadawurrung People as the Traditional Owners of the Land, Waterways and Skies. We pay our respects to their Elders, past, present and emerging. We Acknowledge all Aboriginal and Torres Strait Islander people who are part of our Greater Geelong community today.

1.2. Introduce the Panel Members

1.3. Apologies

Cr C Burson, Cr R Story, Cr T Sullivan, Cr E Wilkinson. Cr E Kontelj

1.4. Declarations of Conflicts Of Interest

NIL

1.5. Confirmation of Minutes

Moved: Cr R Nelson

Seconded: Cr E Sinclair

That the Minutes of the Planning Committee Meeting held on 24 July 2025 be confirmed.

CARRIED

2. MATTER(S) FOR CONSIDERATION

2.1. PP-96-2022 – 42-46 Cox Road, Corio

Application No:	PP-96-2022
Applicant:	Pc Infrastructure Pty Ltd
Subject Land:	42-46 Cox Road, Corio
Zone:	General Residential Zone 1
Overlays:	Special Building Overlay
Existing Use:	Vacant Dwelling
Proposed Use:	Use and development as a service station and car wash, creation of access to a road in a transport 2 zone and the display of signage (business identification and pylon signage).

Summary

Site and Surrounds

- The land subject of this application, formally identified as 44-46 Cox Road and 42 Cox Road, is situated at the south eastern corner of Cox Road and Nevada Avenue, Corio.
- The land has a total area of 2328 square metre, with a frontage width of 51 metres to the Cox Road, and a side frontage (depth) of approximately 45 metres to Nevada Avenue. The land is relatively flat.
- At present the subject land predominantly vacant with a single storey weatherboard dwelling with tiled roof and a rear garage located behind the dwelling. The existing dwelling fronts Cox Road, with a front setback of approximately 5 metres.
- Vehicle access is currently available from Cox Road to the existing dwelling via separate vehicle crossovers. No vehicle access is currently provided to the larger vacant parcel.
- Adjoining the subject land is two properties, 40 Cox Road to the east, and 4 Nevada Avenue to the north. Both of which are also zoned GRZ4.
 - Number 40 Cox Road provides a single dwelling, constructed of brick and tiled roofing. The property features a number of outbuildings at its rear.
 - Number 4 Nevada Avenue provides a single-storey rendered dwelling. A single large outbuilding is located at the rear of the dwelling.
- The wider locality generally features residential uses and development with single dwellings on a lot more typical in the area noting there are medical centres located east of the site.
- Insofar as the planning controls for the land - the subject land is zoned General Residential Zone Schedule 4, is adjacent to a Transport Zone 2 (Cox Road) and is significantly covered by a Special Building Overlay.

Proposal

- This application seeks a planning permit for the use and development of the land for a service station, and car wash and alteration of access to a road in a Transport Zone 2.

Service Station

- The service station is proposed to be sited centrally on the subject land, with vehicle access to the site available from Cox Road and Nevada Avenue.
- It is proposed to operate 24 hours a day, 7 days a week and would incorporate an ancillary convenience shop to the western side and 3 fuel pumps (6 fuel stations) to the centrally the land.
- The service station building would be set back approximately 5.5 metres from the west boundary and set back approximately in line with the adjoining dwelling to the east facing Cox Road (approx.. 7.7 metres). The building would be single storey with a flat roof design with combined external materials of face brickwork, painted weatherboards and a flat roof. The pump area would be situated beneath a flat roof canopy with a maximum height of 6.6 metres, set back approximately 5.5 metres from the Cox Road boundary.
- Two vacuum bays and three EV charging bays are located towards the east boundary.

Car Wash

- The proposed car wash would be sited to the northern area of the application site. The car wash buildings would comprise an automatic car wash, and a plant room. To the west of the car wash building, would be a bin storage area.
- A vehicle accessway from the centre of the site to the car wash would be provided adjacent the western side boundary of the site.

- The car wash building would be constructed of cement sheet cladding with large glass panelling, sited over 10 metres from the Nevada Avenue frontage, and would abut the north boundary.
- The hours of operation for the car was proposed to be 7am to 10pm, seven days per week.

Public Notice

- The application was advertised for a period of 14 days by way of signs placed on the Cox Road and Nevada Avenue frontage, and letters to owners and occupiers of adjoining and surrounding properties.
- A total of 41 objections have been received as part of the public notice process.
- A summary of the matters raised in the objections received generally relate to:
 - Traffic
 - Character
 - Amenity impacts (including noise and odour)
 - Safety
 - Flooding
 - Planning policy responses
 - Devaluation
- A planning information meeting was held between the applicant, council officers, and objectors.

The meeting discussed the issues raised to see if any resolutions were possible. As result of the meeting no objections were withdrawn.

Assessment

- Overall the application has been assessed against the relevant requirements of the Planning Policies, the General Residential Zone Schedule 4, the Special Building Overlay, relevant Particular Provisions and the Decision Guidelines of Clause 65.01 of the Greater Geelong Planning Scheme.
- In consideration of the matters raised within the objections received and taking into account the policy considerations the Greater Geelong Planning Scheme, it is hereby considered that the application adequately responds to the Planning Policy Framework, the Zone and Overlays and relevant Particular Provisions.
- Based on this assessment it is recommended that a Notice of Decision to Grant a Planning Permit be issued in accordance with the Recommendation and conditions contained within this report.

Recommendation

Moved: Cr S Kontelj

Seconded: Cr R Nelson

That the Responsible Authority having considered all matters which the *Planning and Environment Act 1987*, requires it to consider decides to issue a Notice of Decision to Grant a Planning Permit for Use & Development as a Service Station and Car Wash, Creation of access to a road in a Transport Zone 2 and the Display of Signage in accordance with the plans and documentation submitted with the application subject to the following conditions:

Amended Plans

1. Prior to the commencement of the development, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and must be generally in accordance with the plans submitted 25/07/2024 but modified to show:
 - a) The landscape strip shown fronting the south and west boundaries be widened to achieve a minimum width of 1 metre.
 - b) The height of the pylon sign reduced in height to a maximum of 7.0m.
 - c) The Finished Floor Level (FFL) of the proposed Control Building must be no lower than 11.70 metres Australian Height Datum (AHD).
 - d) The electrical fittings and water sensitive installations across the site must be constructed using flood resilient materials at least 150 mm above the existing ground level at their location.
 - e) Initiatives contained within the ESD report (SDA) along with the proposed changes, including:
 - i. 'Management 3.3 Metering' credit should be un-claimed, otherwise a list of the major services which will be sub-metered must be provided.
 - ii. The appropriate solar PV should be encouraged to be provided for peak energy demand, and evidence should be provided in the plan that the total amount is appropriate solar PV system in this development.
 - iii. Select 'default or unrated' for water efficiency of the dishwasher water efficiency in BESS Water category.
 - iv. The Applicant needs to clearly annotate in the Development Plans with a note to say what will be the maximum illumination power density for this development.
 - v. The Bicycle parking will need to be designed and annotated on the plan. The plan must show that bicycle parking's are secure and undercover.
 - vi. The location and square meter areas of the communal open space must be provided in the plan.
 - vii. A catchment plan clearly marked and dimensioned based on the proposed treatment measures in MUSIC modelling.

If a BESS report is included as part of the ESD report, the BESS report must achieve an overall score of 50% or higher and have a minimum 'pass' rates of 50% for the Energy, Water and IEQ categories and 100% for the Stormwater category.
 - f) A Landscape Plan in accordance with Condition 5

Endorsed Plans

2. The use and development as shown on the endorsed plan(s) must not be altered without the written consent of the Responsible Authority.
3. The location and details of the signage, including those of the supporting structure, as shown on the endorsed plans, must not be altered without the written consent of the Responsible Authority.

Post-construction assessment

4. Within three (3) months of completion, a noise assessment of the site must be undertaken by a suitably qualified acoustic consultant and submitted to the Responsible Authority. The assessment must include noise measurements to confirm whether operational noise levels comply with the limits outlined in the approved acoustic planning report. If operational noise levels exceed the applicable limits, the operator must implement any additional noise controls recommended in the assessment, to the satisfaction of the Responsible Authority.

Noise management plan (NMP)

5. A Noise Management Plan must be prepared prior to the commencement of operations. The NMP should address:
 - a) Procedures for regular site inspections and equipment maintenance to minimise noise impacts as far as reasonably practicable.
 - b) Procedures for responding to noise-related complaints.
 - c) Procedures for staff training to reduce the risk of noise impacts as far as reasonably practicable.

Landscape Plan

6. Prior to the commencement of development, a landscape plan prepared by a suitably qualified or experienced person, to the satisfaction of the Responsible Authority, must be submitted to and approved by the Responsible Authority. The plan(s) must be drawn to scale and show:
 - a) A survey (including botanical names) of all existing vegetation to be retained and/ or removed;
 - b) Details of surface finishes of pathways and driveways;
 - c) A planting schedule of all proposed trees, shrubs and ground covers including botanical names, common names, pot sizes, sizes at maturity, and quantities of each plant;
 - d) Landscaping and planting within all open areas of the site;
 - e) Dense vegetation coverage along the northern and eastern boundaries abutting residential properties

When approved, the plan will be endorsed and form part of the permit, all to the satisfaction of the Responsible Authority.

Waste Management Plan

7. The use of the land hereby approved must not be carried out other than in accordance with the endorsed waste management plan to the satisfaction of the Responsible Authority.

Environmentally Sustainable Design

8. All works must be undertaken in accordance with the endorsed Plan, ESD report (SDA) and stormwater management plan to the satisfaction of the Responsible Authority. No alterations to these plans may occur without the written consent of the Responsible Authority. The other conditions are as below:
 - a) Preliminary facade calculator should be completed and included in the amended ESD report.
 - b) An updated stormwater management report using MUSIC with a catchment diagram will need to be added to the plans. The MUSIC file (.sqz) must also be submitted for validation.

Use for a Service Station

9. Stormwater from the refuelling areas as nominated on the submitted plans is to be diverted to a Class one pollution control device with coalescer treatment, connecting to stormwater as approved in writing by the Responsible Authority.

Site Operations

10. Wastewater from the operations including the car wash, spills from liquid in the refuelling section or any contaminated run-off must not be discharged to the stormwater system.

Vapour Recovery

11. Prior to operation, all fuel storage tanks (excluding diesel and LPG) must be fitted with a Stage 1 vapour recovery system, including pressure vacuum relief valves on underground storage tank vent pipes, to ensure displaced vapours are directed back into the tank during filling.
12. Prior to operation, all fuel dispensers (excluding diesel and LPG) must be fitted with a Stage 2 vapour recovery system that returns displaced vapours into the tank during refuelling.

Waste Collection

13. All waste or garbage stored on site must be regularly disposed of so as to not cause nuisance, pollution or loss of amenity to any persons or the surrounding area to the satisfaction of the Responsible Authority. The waste collection must not occur between the hours of 6pm and 7am the following day.

Car Wash

14. Unless otherwise approved in writing by the Responsible Authority, the car wash and vacuum bays hereby approved must not operate other than during the following times:
 - a) Monday to Friday 7:00am to 10:00pm.
 - b) Saturday, Sunday and Public Holidays 9:00am to 10:00pm

To the satisfaction of the Responsible Authority.

Drainage:

15. The site shall be drained to the satisfaction of the responsible authority and no storm water, sullage, sewerage or polluted drainage shall drain or discharge from the land to adjoining properties.

Drainage & Vehicular Access:

16. Prior to the occupation of the building/ uses commencing, the developer must:
- a) Construct the site stormwater system including separate connection for the hardstand and building into the underground drain, or other nominated point/s as approved by the Responsible Authority. The stormwater connection must be in accordance with City of Greater Geelong Standard Drawings.
 - b) Construct vehicular crossings in accordance with the requirements and standards of the City of Greater Geelong and Department of Transport.
 - c) Any proposed vehicular crossing shall have satisfactory clearance to any existing crossover, side-entry pit, power, lighting or telecommunication pole, manhole cover or marker, fire hydrant or street tree. Any relocation, alteration or replacement required shall be in accordance with the requirements of the relevant Authority and shall be at the applicants expense
 - d) Remove any redundant vehicular crossings with kerb and channel and the footpath/nature strip area reinstated to match existing construction in the street;
- all to the satisfaction of the Responsible Authority.

Special Building Overlay

17. Any new fences and gates within the SBO area must have minimum 150 mm ground clearance or 25% opening to 450 mm height from the ground. The minimum clearance above any built/smooth surfaces (e.g., paved, concrete, decks etc) is 100mm.
18. Any new decks within the SBO area must be non-obstructive to overland flows, that is, unenclosed type to allow passage of flood water underneath.

Waste Collection

19. Waste collection must not occur between the hours of 6pm and 7am Monday to Saturday.

Delivery Restrictions

20. All deliveries to the property and truck movements offsite must be in adherence with the EPA Noise Control Guidelines (publication 1254.2) which are:
- 7am – 10pm Monday to Saturday
 - 9am – 10pm Sundays and public holidays.

Acoustic Treatments

21. Prior to the commencement of the use, all acoustic treatment works including the acoustic fencing, outlined in the acoustic report by Marshall Day dated 13th June 2024 must be carried out in accordance with the endorsed plans to the satisfaction of the Responsible Authority.

Noise Assessment

22. At the written request of the Responsible Authority, the permit holder must submit an acoustic report prepared by a suitably qualified Acoustic Engineer to address potential amenity impacts on nearby residents. The report must demonstrate how the proposal will comply with relevant noise legislation and achieve compliance where noncompliance is identified or address any other noise related issues

as appropriate. Any recommendations of the assessment deemed appropriate by the Responsible Authority must be implemented within a timeframe specified by the Responsible Authority.

Lighting of Car Park Area

23. Prior to the commencement of the use, low intensity lighting must be provided to the satisfaction of the Responsible Authority to ensure that car park areas and pedestrian accessways are adequately illuminated during evening periods without any loss of amenity to occupiers of nearby land to the satisfaction of the Responsible Authority.
24. Any outdoor and/or security lighting provided must be designed, baffled and located to prevent adverse effect and light spill on adjoining land or road reserve to the satisfaction of the Responsible Authority.

Signage

25. The signage lighting must be designed, baffled and located so as to prevent any adverse effect on adjoining properties or roads to the satisfaction of the Responsible Authority.
26. All sign(s) must be constructed and maintained to the satisfaction of the Responsible Authority.

No Audible Announcements

27. No music or announcements may be audible outside the boundaries of the site to the satisfaction of the Responsible Authority.

Noise

28. Signage must be provided at the loading and truck filling point advising drivers of the sensitive interfaces and the need to keep the use of reversing sensors and air brakes to a minimum.
29. The premises must reasonably comply with all noise legislation and regulations in force and the level of noise emitted from the premises does not exceed permissible noise levels including EPA publication 1826.4 "Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues".
30. The premises must reasonably comply with all noise legislation and regulations in force including EPA publication 1254.2 "Noise control guidelines"

Acoustic Fencing

31. Unless otherwise approved in writing by the Responsible Authority, prior to the occupation of the building and/or the commencement of the use, the acoustic fences demonstrated on the approved plans must be installed, to the satisfaction of the Responsible Authority.

Car Parking

32. Prior to the occupation of the building/ uses commencing, the developer must construct the car park including accessways, surface with an all-weather sealed coat and linemark the car and accessways in accordance with the endorsed plans to the satisfaction of the Responsible Authority.

Stormwater Quality / Management

33. The site stormwater system must be designed and installed such that;
- a) The site stormwater discharge is not increased by the proposed development. An appropriate on site detention system designed in accordance with the Infrastructure Design Manual may be required;
 - b) Runoff is to be treated to achieve current best practice pollutant removal targets by connection to an appropriate Water Treatment Facility, with capacity to treat at least a 3 month ARI storm event, unless approved otherwise by the Responsible Authority. The Water Treatment Facility must be maintained to the satisfaction of the Responsible Authority.
- to the Satisfaction of the Responsible Authority

Pump System

34. Unless otherwise approved by the Responsible Authority and prior to the Commencement of the Development, the land owner must enter an agreement with the Responsible Authority pursuant to Section 173 of the Planning and Environment Act 1987. All costs associated with setting up the agreement must be borne by the land owner. The agreement is to be registered on title and run with the land, and is to provide to the satisfaction of the Responsible Authority:
- a) All storm water runoff is to be collected on site and discharged to the legal point of discharge using a pump system or as otherwise nominated by the responsible authority. The pump system is to be designed and constructed in accordance with Australian Standard 3500 Part 3.2 Section 9
 - b) In the event of any operational difficulties with the pump system, it is the Responsibility of the land owner to rectify these difficulties;
 - c) Any pump system is to be replaced by gravity discharge if and when available, and if directed by the Responsible Authority, at the land owner's full cost.
 - d) Provision is made (if appropriate) in any subdivision for Body Corporate drainage works, and access to those drainage works to be on common property or within an easement in favour of the Body Corporate

S173 Agreement On-site detention and Water Quality

35. Unless otherwise approved by the Responsible Authority, before the use commences, the land owner must enter an agreement with the Responsible Authority pursuant to Section 173 of the Planning and Environment Act 1987. All costs associated with setting up the agreement must be borne by the land owner. The agreement is to be registered on title and run with the land, and is to provide to the satisfaction of the Responsible Authority:

The Owner covenants with the Council that:

- a) The on-site stormwater detention and water quality systems will be designed by a Qualified Engineer in accordance to BESS requirements and be reviewed prior to construction. A copy of the Building Surveyor approved plans will be held by Council for future reference.
- b) The on-site stormwater detention and water quality systems will be constructed either prior to, or concurrently with, the construction of any dwelling on the specified lots. Each on-site stormwater system will be completed prior to connection to Council's drainage system. The

Owner will notify the Council when on-site detention works commence on the specified lots and request an inspection by Council on completion of works.

- c) They will maintain, and not modify without prior written agreement of Council, each on-site stormwater detention and water quality system, and will allow each stormwater system to be inspected annually by a duly appointed officer of the Council at mutually agreed times.
- d) The Owner will pay for all the costs associated with the construction, maintenance and inspection of each on-site stormwater detention system and water quality system.

Plant and Equipment Insulation

36. All external plant and equipment must be acoustically treated or placed in soundproof housing to reduce noise to a level satisfactory to the Responsible Authority.
37. All air-conditioning units are to be placed in an appropriate location or alternatively acoustically treated to reduce noise to a level satisfactory to the Responsible Authority.

Odours

38. Offensive odours must not be discharged beyond the boundaries of the premises, to the satisfaction of the responsible authority.
39. Displaced petrol fumes must be collected with a vapour recovery system.

Dust Emissions

40. Dust control measures to prevent emissions that may cause nuisance to adjoining properties must be implemented to the satisfaction of the Responsible Authority. Such as but not limited to:
 - Identifying potential sources of dust and airborne particulates and processes which may generate dust and airborne particulates; and implementing dust and airborne suppression measures, including (but not limited to) covering materials and/or applying a light water spray, applying sprays before or during turning, but also avoiding excessive water- logging of organic materials and runoff;
 - Cessation of some activities during windy days

General Amenity

41. The amenity of the area must not be detrimentally affected by the use or development through the:
 - a) Transport of materials, goods or commodities to or from the land;
 - b) Appearance of any building, works or materials;
 - c) Emission of noise, artificial light, vibration, odour, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil;
 - d) Presence of vermin;to the satisfaction of the Responsible Authority.

Tree removal and replacement

42. The development of the site requires the removal of a street tree. This is approved and must be offset in accordance with Council's Tree Management Policy. Tree planting will occur either on the nature strip of the site or another suitable location, to our satisfaction (as the Responsible Authority), and maintained for an establishment period of two years.

The applicant will be responsible for all costs associated with:

- Removing the existing tree and stump
- The purchase of new replacement trees in minimum 40cm containers
- The planting the replacement trees
- The aftercare and maintenance of the replacement trees for a period of no less than two years

As the street trees are Council assets located within a road reserve, all works associated with tree removal and replacement must be undertaken by Council or its approved contractors. The applicant is to contact Council's Parks Planning Arborist (5272 5272) to discuss the process for the removal and replacement of the street trees. A written quote will be prepared and provided to the applicant and acceptance of the quote must be provided in writing to Council prior to any works to the street tree commencing.

Barwon Water Conditions

General

43. The proposed development must conform with Barwon Water's Asset Protection policy and any "build over" approval issued. Structures are generally to be no closer than 1.0m to a Barwon Water pipeline. If you propose to construct a structure closer, then consent from Barwon Water is required. This application form can be downloaded via www.barwonwater.vic.gov.au — Properties and development -> Property connections. Where the applicant is required to seek approval from Barwon Water works must not commence until written approval has been issued and all fees paid. The lodgement of an application does not constitute approval of this development.
44. The developer is to apply to Barwon Water for details relating to servicing requirements and costing for the provision of a potable water supply and where applicable, recycled water and/ or sewerage services to the proposal. It would be appreciated if all communication between the developer/agent and Barwon Water quote Barwon Water reference number **L019730**.
45. It is noted that Barwon Water do not permit services to cross allotment boundaries and therefore require the tiles to be consolidated as part of this application.

Potable Water

46. The provision and installation of a potable water supply to the development.
47. An additional potable water connection(s) is to be provided to service the proposed development. A dimensioned plan showing location of all new connections relative to the allotment boundaries is to be submitted, where a meter is not being fitted. Note that tapplings and service lines are not to be located under existing or proposed driveways.
48. Assessment of this application has shown a potential backflow hazard exists. In line with current regulations the owner is required to employ a suitably qualified person to install an appropriate containment device located at the potable and recycled water meter, at or near the property boundary for the prevention of backflow.
49. Individual potable water supply meters are required for each lot or building as part of water connection works.

50. Barwon Water's records indicate that an existing potable water service and meter is located on this property. A dimensioned plan showing the location of existing meters, and the location of the meter relative to the existing boundaries, and its number, is to be submitted. Private potable water service pipes are not permitted to cross allotment boundaries and must be plugged and abandoned at the boundaries of such allotments.
51. The payment of a standardised New Customer Contribution is required for any new connection or any upsize to an existing connection. The number of standardised charges applied will be determined on the basis of an equivalent lot calculation and is based on potable domestic water meter size or water service size (where a meter is not being fitted). An equivalent lot is a measure of the additional demand a connection will place on the infrastructure in terms of the water consumption and sewage discharge for an average connection utilising a 20mm tapping and/ or meter. If there is more than one meter within a single meter assembly, the size of the largest meter (excluding the fire service meter) will determine the number of equivalent connections. If there is a combined fire and domestic meter assembly proposed (incorporating a low flow meter), whereby the meter size is largely dictated by the fire service requirements, the developer is required to submit to Barwon Water the proposed peak flow (probable simultaneous demand) associated with the domestic supply in accord with AS/NZS 3500. Barwon Water will then assess the equivalent number of connections.

Sewer

52. The provision and installation of a sewerage service to the development.
53. The installation of a maintenance structure for the purpose of providing a sewer house connection is required. These works are to be undertaken by a Barwon Water Accredited Contractor.
54. New or re-aligned internal private sewer drains are required. Upon completion of this work a sewer drainage plan is to be submitted to Barwon Water by a licensed plumber that complies with Victorian Building Authority requirements. Note that if any common drain or drain from another allotment crosses under a proposed dwelling, a "modification to consent" is to be obtained from the Victorian Building Authority and presented to Barwon Water with the required drainage plan. Where an Owners Corporation is not applicable, individual allotment house connection drains are to be provided for and extend into each allotment.
55. Any existing sewer house connection point that is to be utilised for additional connections or altered to serve the development is to be CCTV inspected by a licensed plumber and the 'CCTV Inspection Form' with the video footage (standard digital format i.e. MP4, AVI) submitted to Barwon Water for their records. The submitted form requires verification from the licensed plumber that the connection point is deemed satisfactory for use. If connection point is no longer required, it is to be decommissioned in accordance with Barwon Water's "Property connection decommissioning process". Details of this process are available on Barwon Water's website under the Properties and Development -> Property Connections section. Also, any existing house connection drain that traverses through the proposed allotments shall be relocated so not to inhibit future development. If the existing sewer house connection point is deemed satisfactory for use by Barwon Water and where branching after the connection point is permitted to service an additional allotment then this work can also be undertaken by a licensed plumber. If the sewer connection point being replaced is greater than 4.0 metres deep, a new sewer manhole is to be constructed with the new property connection point connected to this structure.
56. An existing Barwon Water sewerage asset is to be abandoned as part of development works. Further details will be provided in the relevant servicing requirements and costing.

Department of Transport and Planning Conditions

57. Prior to the commencement of use, the exit crossover onto Cox Road must be constructed to the satisfaction of, and no cost to the Head of Transport Victoria.

Powercor Conditions

58. This letter shall be supplied to the applicant in its entirety.
59. The applicant shall provide an electricity supply to the development in accordance with the Distributor's requirements and standards. **Notes:** Extension, augmentation or rearrangement of the Distributor's electrical assets may be required to make such supplies available, with the cost of such works generally borne by the applicant.
60. The applicant shall ensure that existing and proposed buildings and electrical installations on the subject land are compliant with the Victorian Service and Installation Rules (VSIR). **Notes:** Where electrical works are required to achieve VSIR compliance, a registered electrical contractor must be engaged to undertake such works.
61. Any buildings/structures must comply with the clearances required by the Electricity Safety (Installations) Regulations.
62. Any construction work must comply with the Energy Safe Victoria's "No Go Zone" rules.
- Notes:** To apply for a permit to work go to our website: <https://customer.portal.powercor.com.au/mysupply/CIAWQuickCalculator> and apply on line through the No Go Zone Assessment.
63. The applicant shall, when required by the Distributor, set aside areas with the property for the purposes of establishing a substation or substations. **Notes:** Areas set aside for substations will be formalised to the Distributor's requirements under one of the following arrangements:
- RESERVES established by the applicant in favour of the Distributor.
 - SUBSTATION LEASE at nominal rental for a period of 30 years with rights to extend the lease for a further 30 years.

Permit Expiry

64. This permit will expire if one of the following circumstances applies:
- a) The development is not commenced within two (2) years of the date of this permit.
 - b) The use is not commenced within four (4) years of the date of this permit.
 - c) The development is not completed within four (4) years of the date of this permit.

The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires; or

- a) Within six (6) months after the permit expires where the use or development has not yet started; or
 - b) Within twelve (12) months after the permit expires, where the development allowed by the permit has lawfully commenced before the permit expiry
65. Unless otherwise extended in writing by the Responsible Authority, this permit, as it relates to signage expires 15 years from the date of issue, at which time the signage and all supporting structures must be removed, and the site made good to the satisfaction of the Responsible Authority.

Notes:

1. Construction of the site stormwater connection/s is to be inspected by Council Representative prior to any backfilling. An appropriate fee equivalent to 3.25% of total cost of civil works, excluding GST (a minimum fee of \$100 applies if the 3.25% amount is less than \$100), is to be paid to Council for inspection. Relevant evidential documentation of the cost is to be provided.
2. All internal property drainage must be designed and constructed to satisfy AS/NZS 3500.
3. A Vehicle Crossing Permit must be obtained prior to commencement of works.
4. Where the legal point of discharge is kerb and channel, discharge velocity at the kerb must be no greater than 1.5 m/s with a maximum discharge flow rate of 10 l/s and the outlet directed at an angle of 45° to the direction of flow in the kerb and channel.
5. A pre-commencement meeting with Council's engineering department is required to be undertaken prior to works starting. To organise this meeting please contact 5272 4426
6. A floor should generally be built at least 150 mm above the peripheral ground/finished surface of the building
7. Any earth filling should be kept to a minimum on the property to ensure that existing flow paths are not impacted by the proposed works.
8. Any applicable Council and/ or Service Authority permit(s) must be taken out prior to the commencement of works within the road reserve.
9. The proprietor of the proposed food business will be required to apply to the City of Greater Geelong Council's, Environmental Health Unit for registration of a food premises under the Food Act 1984. Recommend that contact is made prior to internal fit-out to be able to assist with compliance.

LOST

Alternate Recommendation

Moved: Cr A Aitken

Seconded: Cr M Cadwell

That the Responsible Authority having considered all matters which the Planning and Environment Act 1987, requires it to consider decides to Refuse to Grant a Planning Permit for Use & Development as a Service Station and Car Wash, Creation of access to a road in a Transport Zone 2 and the Display of Signage (Business Identification and Pylon Signage) at 42 and 44-46 Cox Road, CORIO in accordance with the plans and documentation submitted with the application.

Matter for which the permit has been refused

Planning Scheme Clause	Matter for which the permit has been granted
32.08-10	Construct a building or construct or carry out works for a Service Station and Car Wash
32.08-2	Use the land for a Service Station and Car Wash
44.05-2	Construct a building or construct or carry out works
52.05-13	Construct and put up for display a Business Identification Signage and Pylon Sign
52.29-2	Create or alter access to a road in a Transport Zone 2

Grounds of Refusal

1. The proposal fails to appropriately respond to the purpose and decision guidelines of Clause 32.08 (General Residential Zone), as the proposed land use will detrimentally impact the amenity of the adjoining residential dwellings and neighbourhood through land use operation and traffic generation.
2. The proposal fails to demonstrate that the amenity of the residential dwellings surrounding the site and within the immediate neighbourhood will not be significantly impacted by noise associated with the proposed land use in accordance with Clause 13.07-1L-01 (Non-residential uses in residential zones).
3. The proposal fails to appropriately respond to Clause 13.07 (Land Use Compatibility) and Clause 13.07-1L-01 (Non-residential uses in residential zones) as it will detrimentally impact the residential amenity of the adjoining and nearby dwellings and residential neighbourhood through traffic impacts, disturbance associated with the hours of operation and it does not provide an appropriate landscape buffer between adjoining properties.
4. The proposal fails to appropriately respond to Clause 65.01 (Decision Guidelines) as it does not comply with the purposes of the General Residential Zone and will impact negatively on the amenity of the surrounding residential area through the operation of the use and traffic impacts associated with the use and would not provide for the orderly planning of the area.

CARRIED

DELEGATE REPORT

PERMIT TRIGGERS:

Planning Scheme Clause	Matter for which the permit has been granted
32.08-2	Use the land for a Service Station and Car Wash
32.08-10	Construct a building or construct or carry out works for a Service Station and Car Wash
44.05-2	Construct a building or construct or carry out works
52.05-13	Construct and put up for display a Business Identification Signage and Pylon Sign
52.29-2	Create or alter access to a road in a Transport Zone 2

DEFINITIONS

Pursuant to Clause 73.03 of the Planning Scheme a **Service Station** is defined as:

- *Land used to sell motor vehicle fuel from bowsers or charge electric vehicles. It may include the:*
 - a) *selling of motor vehicle lubricants, accessories or parts;*
 - b) *selling of food, drinks and other convenience goods;*
 - c) *hiring of trailers;*
 - d) *servicing or washing of motor vehicles; and*
 - e) *installing of motor vehicle accessories or parts..*

Pursuant to Clause 73.04 of the Planning Scheme a **Service Station** is unlisted in Clause 73.04-17.

Pursuant to Clause 73.03 of the Planning Scheme a **Car Wash** does not include a definition.

Pursuant to Clause 73.04 of the Planning Scheme a **Car Wash** is nested in the **Industry** group.

RESTRICTIVE COVENANT OR SECTION 173 AGREEMENT:

The subject site is not burdened by a Restrictive Covenant or Section 173 Agreement.

OFFICER DIRECT OR INDIRECT INTEREST:

No officer involved in the preparation of this report declared a general or material conflict of interest.

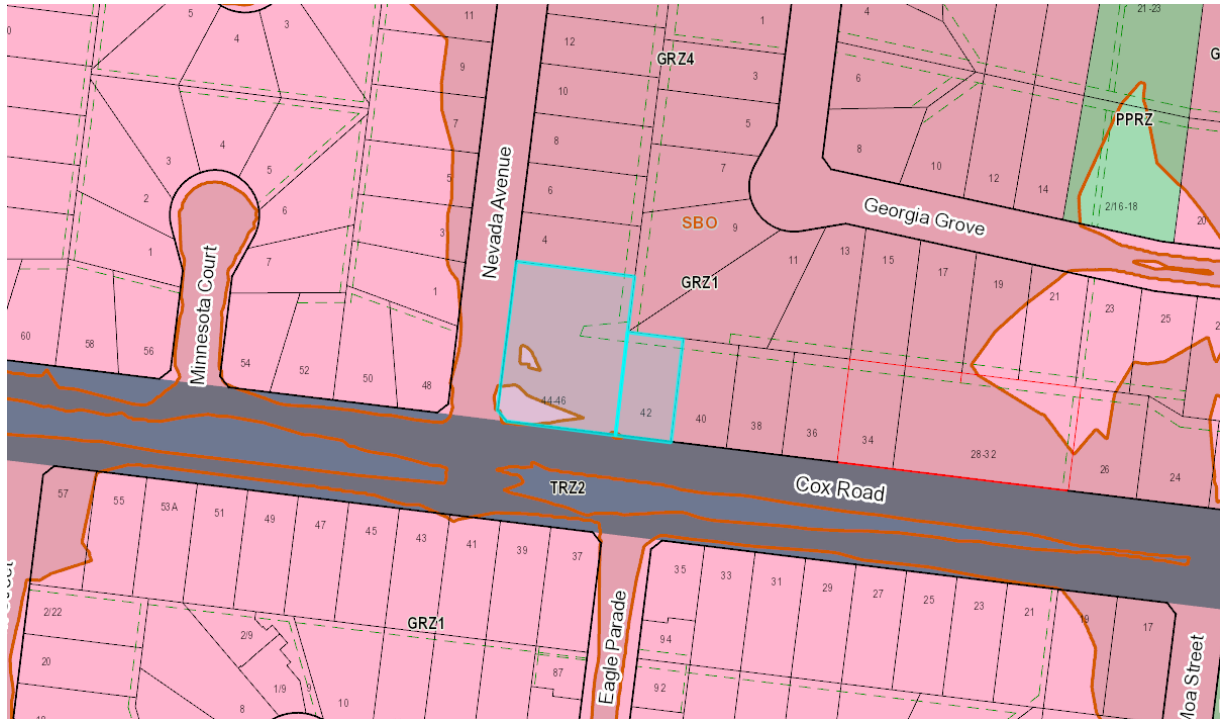
SITE/LOCALITY:

The subject area is made up of 2 parcels of land.

The land has an irregular shape with frontages of 51 metres to Cox Road on its southern boundary and 45 metres to Nevada Avenue on its western boundary and a total area of 2328 square metres.

The subject land fronting Cox Road and Nevada Avenue (known as 44-46 Cox Road) is currently vacant and the remaining eastern portion (known as 42 Cox Road) is developed with a single storey detached dwelling.

The site is zone General Residential Zone Schedule 4 (GRZ4) with the Special Building Overlay (SBO) applying to the majority of the land.



The surrounding area is located within the GRZ4, with the site abutting a Transport Zone 2, being Cox Road.

The surrounding allotments are predominately characterised by single storey detached dwellings, on small to medium sized allotments. Further east along both sides of Cox Road the locality is occupied by a mix of residential, medical and health related land uses and a collection of civic and recreation uses, in the form of the Corio Library, community hall and a water park.



Further north of the subject land lies the Goldsworthy Nature Reserve and the Geelong Industry Trade Training Centre.

The subject land is located approximately 700m south of the Corio Village Shopping Centre.



PROPOSAL:

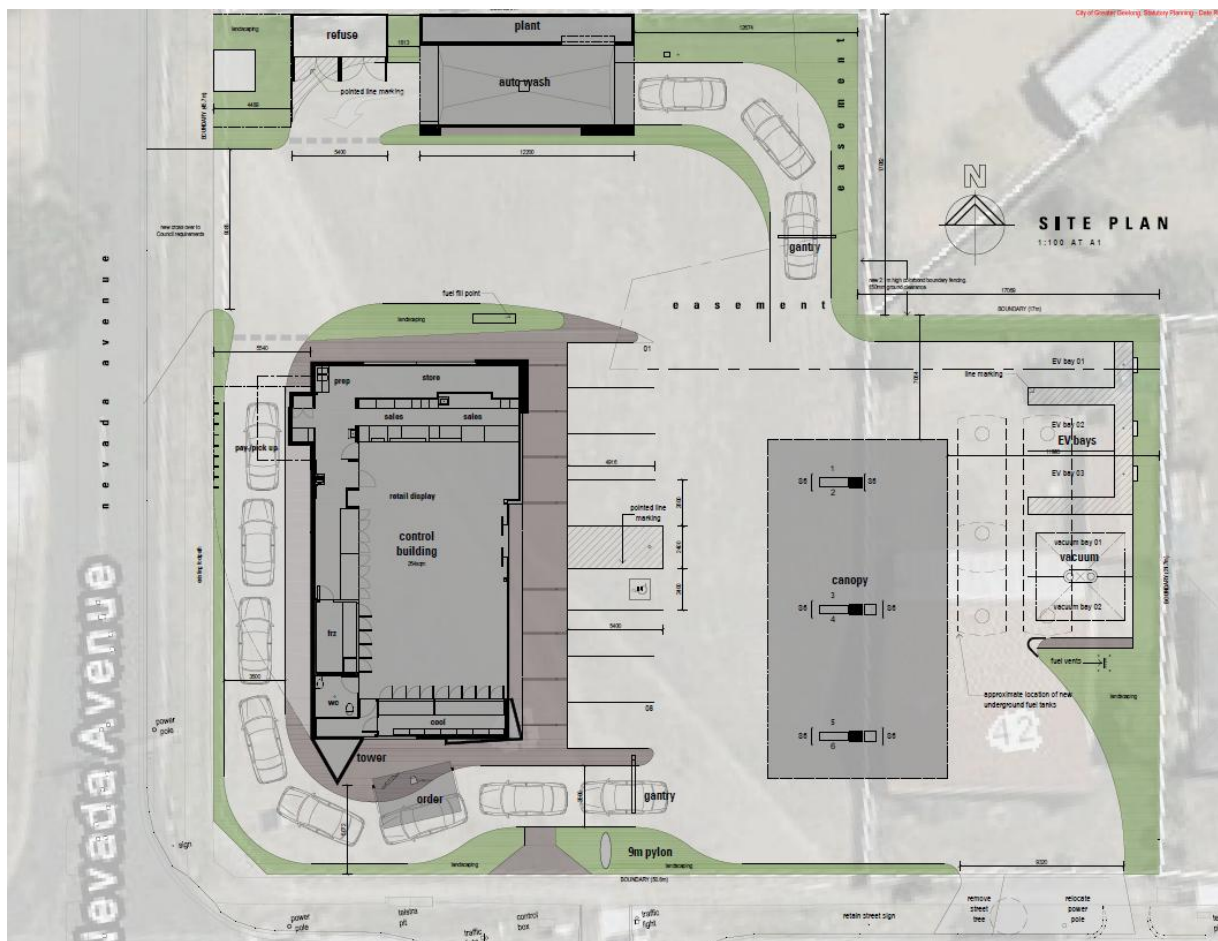
The application proposes the Use & Development as a Service Station and Car Wash, Creation of access to a road in a Transport Zone 2 and the Display of Signage.

Use

The sale of fuel and retail goods is proposed to occur on a 24-hour per day, 7 day per week.

The proposed drive-through will coffee, juice and other beverages, prepared foods such as sandwiches, pies, salads and wraps and other snacks, and convenience grocery items.

The automatic car wash and vacuum bay elements of the proposed development will operate only between 7:00am and 10:00pm on any day.



Buildings and Works

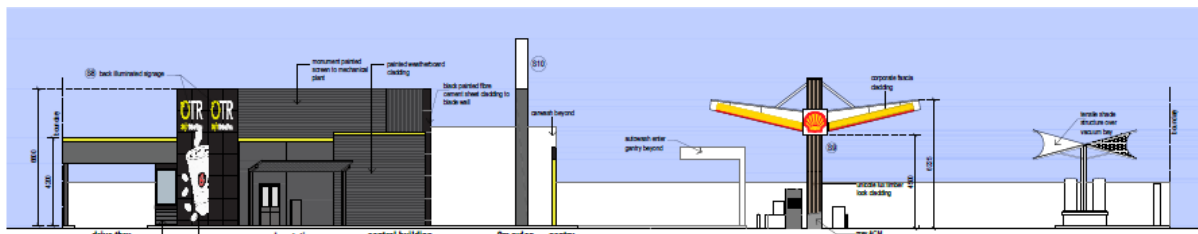
The proposed buildings and works include:

- A control building of 254m² gross floor area including retail display, sales and storage areas and customer amenities.
- A drive-through facility to the control building, including vehicle driveway and customer order and pick-up points.
- A fuel canopy providing 6 fuelling positions and offering 3 grades of unleaded fuel, plus diesel, in each position.

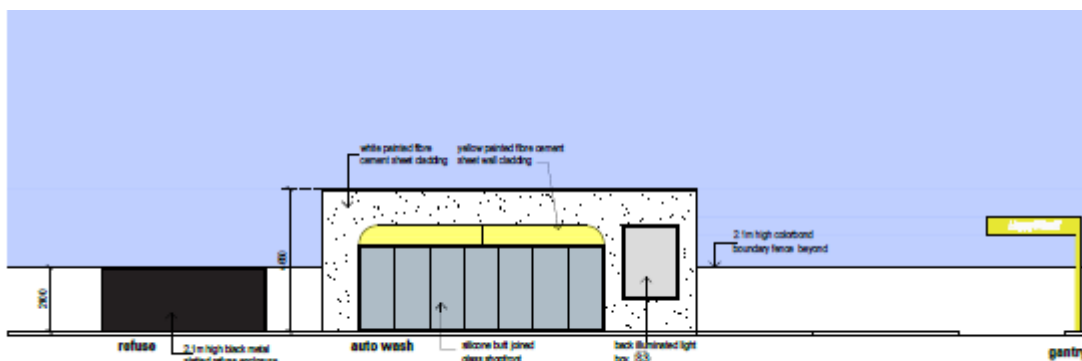
- An auto carwash facility (1) and associated plantroom.
- Three (3) EV charging bays
- Vacuum facility comprising two bays
- A slatted timber refuse enclosure.
- 19 car parking spaces, comprising:
 - Seven standard parking spaces;
 - One disabled parking space;
 - Three spaces which allow for electric vehicle charging;
 - Two vacuum bays; and
 - 1 space adjacent to each doubled sided fuel dispenser (six).



EAST ELEVATION



SOUTH ELEVATION



SOUTH ELEVATION - AUTOWASH

	<p>Additional comment: The proposed development requires the construction of a crossover. Separate approval under the Road Management Act 2004 for this activity may be required from the Head, Transport for Victoria. Please contact the Department of Transport prior to commencing any works.</p>
<p>Officer Comment: Noted. Condition to be included on any issued planning permit.</p>	

SECTION 52:

Is s.52 Notice required to Minerals Resources under Clause 52.09 and Cl.66.05 (re. Extractive industry and extractive industry interest areas)? **No**

Authority:	EPA
Response:	<p>EPA is not a statutory referral authority under Section 55 of the <i>Planning and Environment Act 1987</i>, since this proposal:</p> <ul style="list-style-type: none"> a) does not require an operating licence or development licence or amendment to a licence b) is not proposed to be used for an industry, utility installation or warehouse for a purpose listed in the table to Clause 53.10 shown with a threshold distance not specified or for which the threshold distance cannot be met; and c) is not a proposed extractive industry intended to be used at a later date for landfill. <p>EPA understands the proposal seeks approval to allow the use and development of land for a service station and car wash. The proposed service station is proposed to operate 24-hours a day, 7 days a week.</p> <p>While service stations do pose a range of risks to the environment and human health, these risks are well understood. It is EPA's expectation that operators of these facilities eliminate these risks wherever possible, then mitigate so far as reasonably practicable.</p> <p>EPA notes the written assessments provided which discuss offsite amenity impacts and how environmental risks will be addressed by the proposed service station and car wash. EPA does not object to the proposal and provides the following comments for Council's consideration.</p> <p>Environmental and human health risks from service station uses include:</p> <p><u>Odour</u></p> <ul style="list-style-type: none"> ➤ Odour results from displaced petrol fumes from fuel tanker deliveries and retail fuel dispensing. Odour may also result from food preparation and the inappropriate storage and disposal of food and other wastes. <p>Reference: The design, installation and management requirements for underground petroleum storage systems (UPSS) (EPA publication 888.4).</p> <p><u>Noise</u></p> <ul style="list-style-type: none"> ➤ Noise from truck loading and unloading, vehicle traffic, air compressors, car wash activities and other vehicle servicing activities may impact surrounding land uses. <p>Please note that a technical review of the Environmental Noise Assessment report dated <u>4 February 2022</u> prepared by Marshal Day Acoustics was not undertaken. Please refer to the most up to date EPA guidance on noise assessment/ protocols.</p>

Reference: [Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues](#) (EPA publication 1826).

Contaminated stormwater & wastewater

➤ EPA notes the measures in place to contain stormwater and any potential spills onsite. EPA advises that secondary containment refers to any means that would prevent liquids from escaping to the environment. It is noted that what has been proposed is only one part of effective site management for spill and leak prevention. Appropriate design and maintenance of secondary containment areas as well as the ongoing provision of training and equipment for spill prevention and response are essential.

EPA advises that any wastewater from the operations including the car wash, spills from liquid in the refuelling section or any contaminated run-off must not be discharged to the stormwater system.

Reference: Australian Standard AS1940 (The Storage and Handling of Flammable and Combustible liquids – 2017) recommends that the capture volume should be the capacity of the largest compartment of any tank vehicle using the facility or 9000 litres, whichever is less.

AS1940 states that leakage or spillage from the facility must be contained to prevent it from contaminating the soil or entering any stormwater system. The Australasian Convenience and Petroleum Marketers Association (ACAPMA) Best Practice Guideline: Management of hydrocarbons in stormwater at retail fuel outlets provides details of the design options to manage and treat run-off.

Fuel leaks from UPSS

➤ Underground petroleum storage systems (UPSS) at former or redeveloping service station sites pose a high risk of contamination of soil and groundwater that may impact sites and surrounding properties.

Reference: UPSS tanks should be designed and installed to prevent and detect leaks. Victorian underground petroleum storage systems: A guide to preventing and managing leaks and spills (EPA publication 1670) provides detailed information on the design, installation and management of UPSS. It recommends that UPSS have features including:

- secondary containment
- leak detection
- vapour recovery on delivery for UPSS with existing infrastructure
- dispenser pumps
- overfill protection
- tank pit observation bores, and
- groundwater monitoring bores at sensitive sites.

Waste management

➤ Used materials such as hazardous fluids (oil, solvents, coolants), lubricants and vehicle parts must be carefully managed on-site.

	<ul style="list-style-type: none"> ➤ Stockpiling of tyres, waste packaging and other materials posing a fire risk must be avoided. Recyclable materials must be disposed of appropriately and not allowed to excessively accumulate on site. ➤ Waste of any type must not be allowed to accumulate and enter drains, where it can enter a receiving waterway in the surrounding environment. <p><u>Litter</u></p> <ul style="list-style-type: none"> ➤ Litter from convenience food and retailing, vehicle loading and unloading areas, or from other sources can be wind-blown into the surrounding areas and impact the local amenity. Windblown litter must be prevented from leaving the premises. <p>With respect to these risks, EPA recommends that Council include the following Permit Note on a permit, should one be issued. This note ensures that the operator is aware of their broader responsibilities to manage an activity to protect the environment and human health.</p> <p>A. The amended <i>Environment Protection Act 2017</i> came into effect on 1 July 2021. The amended <i>Environment Protection Act 2017</i> imposes new duties on individuals and/or businesses undertaking the activity permitted by this permit. If your business engages in activities that may give rise to a risk to human health or the environment from pollution or waste, you must understand those risks and take action to minimise them as far as reasonably practicable.</p> <p>The general environmental duty (GED) is the centrepiece of the new laws. It applies to all Victorians. If you engage in activities that may give rise to a risk to human health or the environment from pollution or waste, you must understand those risks and take reasonably practicable steps to eliminate or minimise them. EPA is working with industry and the community to help them understand how to fulfil their obligations, by providing guidance, advice, and other support.</p> <p>For further information on what the new laws will mean for Victorian businesses go to: https://www.epa.vic.gov.au/for-business/new-laws-and-your-business For further information on what the new laws will mean for individuals and the community go to: https://www.epa.vic.gov.au/about-epa/laws/new-laws/the-new-act-for-the-community</p>
<p>Officer Comment: Noted. No conditions requested</p>	

Authority:	Barwon Water
Response:	<p>I refer to your letter received 24 October 2022 concerning the proposed development and wish to advise that the Barwon Region Water Corporation, pursuant to Section 56 (1)(B) of the Planning and Environment Act, does not object to the granting of a planning permit subject to the following conditions being met prior to the issue of a Certificate of Compliance:</p> <p>General</p> <ol style="list-style-type: none"> 1. The proposed development must conform with Barwon Water's Asset Protection policy and any "build over" approval issued. Structures are generally to be no closer than 1.0m to a Barwon Water pipeline. If you propose to construct a structure closer, then consent from Barwon Water is required. This application form can be downloaded via www.barwonwater.vic.gov.au — Properties and development -> Property connections. Where the applicant is required to seek approval from Barwon Water works must not commence until written approval has been issued and all fees paid. The lodgment of an application does not constitute approval of this development.

2. The developer is to apply to Barwon Water for details relating to servicing requirements and costing for the provision of a potable water supply and where applicable, recycled water and/ or sewerage services to the proposal. It would be appreciated if all communication between the developer/agent and Barwon Water quote Barwon Water reference number L019730.
3. It is noted that BW do not permit services to cross allotment boundaries and therefore require the tiles to be consolidated as part of this application.

Potable Water

1. The provision and installation of a potable water supply to the development.
2. An additional potable water connection(s) is to be provided to service the proposed development. A dimensioned plan showing location of all new connections relative to the allotment boundaries is to be submitted, where a meter is not being fitted. Note that tapplings and service lines are not to be located under existing or proposed driveways.
3. Assessment of this application has shown a potential backflow hazard exists. In line with current regulations the owner is required to employ a suitably qualified person to install an appropriate containment device located at the potable and recycled water meter, at or near the property boundary for the prevention of backflow.
4. The owner is required to submit a signed backflow application/agreement. Consent to connect will only be granted once relevant backflow documentation is completed and received by the owner. The payment of a Backflow application assessment fee is required and payable upon application.
5. Individual potable water supply meters are required for each lot or building as part of water connection works.
6. Barwon Water's records indicate that an existing potable water service and meter is located on this property. A dimensioned plan showing the location of existing meters, and the location of the meter relative to the existing boundaries, and its number, is to be submitted. Private potable water service pipes are not permitted to cross allotment boundaries and must be plugged and abandoned at the boundaries of such allotments.
7. The payment of a standardised New Customer Contribution is required for any new connection or any upsized to an existing connection. The number of standardised charges applied will be determined on the basis of an equivalent lot calculation and is based on potable domestic water meter size or water service size (where a meter is not being fitted). An equivalent lot is a measure of the additional demand a connection will place on the infrastructure in terms of the water consumption and sewage discharge for an average connection utilising a 20mm tapping and/ or meter. If there is more than one meter within a single meter assembly, the size of the largest meter (excluding the fire service meter) will determine the number of equivalent connections. If there is a combined fire and domestic meter assembly proposed (incorporating a low flow meter), whereby the meter size is largely dictated by the fire service requirements, the developer is required to submit to Barwon Water the proposed peak flow (probable simultaneous demand) associated with the domestic supply in accord with AS/NZS 3500. Barwon Water will then assess the equivalent number of connections.

	<p>Sewer</p> <ol style="list-style-type: none"> 1. The provision and installation of a sewerage service to the development. 2. The installation of a maintenance structure for the purpose of providing a sewer house connection is required. These works are to be undertaken by a Barwon Water Accredited Contractor. 3. New or re-aligned internal private sewer drains are required. Upon completion of this work a sewer drainage plan is to be submitted to Barwon Water by a licensed plumber that complies with Victorian Building Authority requirements. Note that if any common drain or drain from another allotment crosses under a proposed dwelling, a "modification to consent" is to be obtained from the Victorian Building Authority and presented to Barwon Water with the required drainage plan. Where an Owners Corporation is not applicable, individual allotment house connection drains are to be provided for and extend into each allotment. 4. Any existing sewer house connection point that is to be utilised for additional connections or altered to serve the development is to be CCTV inspected by a licensed plumber and the 'CCTV Inspection Form' with the video footage (standard digital format i.e. MP4, AVI) submitted to Barwon Water for their records. The submitted form requires verification from the licensed plumber that the connection point is deemed satisfactory for use. If connection point is no longer required, it is to be decommissioned in accordance with Barwon Water's "Property connection decommissioning process". Details of this process are available on Barwon Water's website under the Properties and Development -> Property Connections section. Also, any existing house connection drain that traverses through the proposed allotments shall be relocated so not to inhibit future development. If the existing sewer house connection point is deemed satisfactory for use by Barwon Water and where branching after the connection point is permitted to service an additional allotment then this work can also be undertaken by a licensed plumber. If the sewer connection point being replaced is greater than 4.0 metres deep, a new sewer manhole is to be constructed with the new property connection point connected to this structure. 5. An existing Barwon Water sewerage asset is to be abandoned as part of development works. Further details will be provided in the relevant servicing requirements and costing.
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Officer Comment:
 Noted. The application was referred to Barwon Water under Section 52 to ensure that water supply for the proposed use can be appropriately provided and wastewater can be managed. The conditions provided should be included in any planning permit issued.

Authority:	Powercor
Response:	<p>Subject to the following conditions, Powercor Australia Ltd (the Distributor) does not object to the issue of a planning permit for the abovementioned application.</p> <p>Conditions Required By the Distributor</p> <ol style="list-style-type: none"> 1. This letter shall be supplied to the applicant in its entirety. 2. The applicant shall provide an electricity supply to the development in accordance with the Distributor's requirements and standards. <p>Notes: Extension, augmentation or rearrangement of the Distributor's electrical assets may be required to make such supplies available, with the cost of such works generally borne by the applicant.</p>

	<p>3. The applicant shall ensure that existing and proposed buildings and electrical installations on the subject land are compliant with the Victorian Service and Installation Rules (VSIR).</p> <p>Notes: Where electrical works are required to achieve VSIR compliance, a registered electrical contractor must be engaged to undertake such works.</p> <p>4. Any buildings/structures must comply with the clearances required by the Electricity Safety (Installations) Regulations.</p> <p>5. Any construction work must comply with the Energy Safe Victoria’s “No Go Zone” rules.</p> <p>Notes: To apply for a permit to work go to our website: https://customer.portal.powercor.com.au/mysupply/CIWQuickCalculator and apply on line through the No Go Zone Assessment.</p> <p>6. The applicant shall, when required by the Distributor, set aside areas with the property for the purposes of establishing a substation or substations.</p> <p>Notes: Areas set aside for substations will be formalised to the Distributor’s requirements under one of the following arrangements:</p> <ul style="list-style-type: none"> • RESERVES established by the applicant in favour of the Distributor. • SUBSTATION LEASE at nominal rental for a period of 30 years with rights to extend the lease for a further 30 years.
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Officer Comment:

Noted. The application was referred to Powercor under Section 52 as the application indicated that an existing power pole was to be relocated to allow access from Cox Road. Given this, it is not considered that the conditions provided are relevant to this proposal.

Authority:	Downer
Response:	<p>We advise that AusNet Gas Services Pty Ltd is the owner of substantial gas assets throughout Greater Melbourne metropolitan area and regional Victoria, and that Downer – Utilities is their Operations and Maintenance provider. As part of this arrangement, we provide engineering support and act as their referral authority.</p> <p>AusNet Gas Services pursuant to Section 56 (1) of the Planning and Environment Act 1987 has no objection to the granting of a permit, subject to the following condition:</p> <p>1. The plan of subdivision submitted for certification must be referred to AusNet Gas Services in accordance with Section 8 of the Subdivision Act 1988.</p> <p>It is important that the applicant(s) are aware that this letter does not serve as a confirmation of gas supply availability. The owner/developer of the land may need to enter into an agreement or request a quote from a local gas retailer for provision or altering of gas services for each lot of the endorsed plan.</p>

Officer Comment:

Noted. The application was referred to Downer under Section 52 as the proposed buildings were proposed to be located on a gas easement. Given this, it is not considered that the condition, which relates to subdivision, provided is relevant to this proposal and would not be required to be included in any planning permit.

INTERNAL REFERRALS

Department:	Civil Infrastructure
Response:	<p>Supportive.</p> <p>All previous RFI items addressed and no objections. Standard car parking condition applies</p> <p>Standard conditions included as requested by Stormwater Services Planning.</p> <p>Recommended Permit Conditions (Without Prejudice)</p> <p>Land Use for a Service Station Stormwater from the refuelling areas of as nominated on the submitted plans is to be diverted to a Class one pollution control device with coalescer treatment, connecting to stormwater as approved in writing by the Responsible Authority.</p> <p>Site Operations Wastewater from the operations including the car wash, spills from liquid in the refuelling section or any contaminated run-off must not be discharged to the stormwater system.</p> <p>S173 Agreement On-site detention and Water Quality Unless otherwise approved by the Responsible Authority and prior to the Issuing of Statement of Compliance, the land owner must enter an agreement with the Responsible Authority pursuant to Section 173 of the Planning and Environment Act 1987. All costs associated with setting up the agreement must be borne by the land owner. The agreement is to be registered on title and run with the land, and is to provide to the satisfaction of the Responsible Authority:</p> <p>The Owner covenants with the Council that:</p> <ul style="list-style-type: none"> e) The on-site stormwater detention and water quality systems will be designed by a Qualified Engineer in accordance to BESS requirements and be reviewed prior to construction. A copy of the Building Surveyor approved plans will be held by Council for future reference. f) The on-site stormwater detention and water quality systems will be constructed either prior to, or concurrently with, the construction of any dwelling on the specified lots. Each on-site stormwater system will be completed prior to connection to Council's drainage system. The Owner will notify the Council when on-site detention works commence on the specified lots and request an inspection by Council on completion of works. g) They will maintain, and not modify without prior written agreement of Council, each on-site stormwater detention and water quality system, and will allow each stormwater system to be inspected annually by a duly appointed officer of the Council at mutually agreed times. h) The Owner will pay for all the costs associated with the construction, maintenance and inspection of each on-site stormwater detention system and water quality system. <p>Drainage: The site shall be drained to the satisfaction of the responsible authority and no storm water, sullage, sewerage or polluted drainage shall drain or discharge from the land to adjoining properties.</p>

Drainage & Vehicular Access:

Prior to the occupation of the building/ uses commencing, the developer must:

- e) Construct the site stormwater system including separate connection for the hardstand and building into the underground drain, or other nominated point/s as approved by the Responsible Authority. The stormwater connection must be in accordance with City of Greater Geelong Standard Drawings.
- f) Construct vehicular crossings in accordance with the requirements and standards of the City of Greater Geelong and Department of Transport.
- g) Any proposed vehicular crossing shall have satisfactory clearance to any existing crossover, side-entry pit, power, lighting or telecommunication pole, manhole cover or marker, fire hydrant or street tree. Any relocation, alteration or replacement required shall be in accordance with the requirements of the relevant Authority and shall be at the applicants expense
- h) Remove any redundant vehicular crossings with kerb and channel and the footpath/nature strip area reinstated to match existing construction in the street;

all to the satisfaction of the Responsible Authority.

Notes:

1. *Construction of the site stormwater connection/s is to be inspected by Council Representative prior to any backfilling. An appropriate fee equivalent to 3.25% of total cost of civil works, excluding GST (a minimum fee of \$100 applies if the 3.25% amount is less than \$100), is to be paid to Council for inspection. Relevant evidential documentation of the cost is to be provided.*
2. *All internal property drainage must be designed and constructed to satisfy AS/NZS 3500.*
3. *A Vehicle Crossing Permit must be obtained prior to commencement of works.*

Car Parking

Prior to the occupation of the building/ uses commencing, the developer must construct the car park including accessways, surface with an all-weather sealed coat and linemark the car and accessways in accordance with the endorsed plans to the satisfaction of the Responsible Authority.

Stormwater Quality / Management

The site stormwater system must be designed and installed such that;

- c) The site stormwater discharge is not increased by the proposed development. An appropriate on site detention system designed in accordance with the Infrastructure Design Manual may be required;
- d) Runoff is to be treated to achieve current best practice pollutant removal targets by connection to an appropriate Water Treatment Facility, with capacity to treat at least a 3 month ARI storm event, unless approved otherwise by the Responsible Authority. The Water Treatment Facility must be maintained to the satisfaction of the Responsible Authority.

to the Satisfaction of the Responsible Authority

	<p>Pump System</p> <p>Unless otherwise approved by the Responsible Authority and prior to the Commencement of the Development / Issuing of Statement of Compliance, the land owner must enter an agreement with the Responsible Authority pursuant to Section 173 of the Planning and Environment Act 1987. All costs associated with setting up the agreement must be borne by the land owner. The agreement is to be registered on title and run with the land, and is to provide to the satisfaction of the Responsible Authority:</p> <ul style="list-style-type: none"> e) All storm water runoff is to be collected on site and discharged to the legal point of discharge using a pump system or as otherwise nominated by the responsible authority. The pump system is to be designed and constructed in accordance with Australian Standard 3500 Part 3.2 Section 9 f) In the event of any operational difficulties with the pump system, it is the Responsibility of the land owner to rectify these difficulties; g) Any pump system is to be replaced by gravity discharge if and when available, and if directed by the Responsible Authority, at the land owner's full cost. h) Provision is made (if appropriate) in any subdivision for Body Corporate drainage works, and access to those drainage works to be on common property or within an easement in favour of the Body Corporate <p><i>Note: Where the legal point of discharge is kerb and channel, discharge velocity at the kerb must be no greater than 1.5 m/s with a maximum discharge flow rate of 10 l/s and the outlet directed at an angle of 45° to the direction of flow in the kerb and channel.</i></p> <p><u>DRAINAGE NOTES</u></p> <p>Flooding</p> <p>As the site is subject to flooding, the applicant is advised that any new habitable floors must be set above the applicable site flood level as determined by the Building Surveyor.</p> <p>Flooding – Overland Flow Paths</p> <p>The Applicant is also advised to seek comment from the building surveyor on the requirement, if any, for overland flow paths to be provided on the site to convey major flows through the site in accordance with Clause 5.4.2 of AS/NZS 3500.3</p> <p>NOTE</p> <p>A pre-commencement meeting with Council's engineering department is required to be undertaken prior to works starting. To organise this meeting please contact 5272 4426</p>
	<p>Officer Comment:</p> <p>Noted. The relevant conditions should be included in any planning permit issued.</p>

Department:	ESD Response
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Response:	<p>Supportive</p> <p>This ESD response is done based on previous response dated in 16/5/2024. Council's ESD Officer has reviewed the below documents in accordance with Council's ESD Local Planning Policy (15.01 and 53.18), and this development <u>has not</u> reached an acceptable level of ESD for a permit to be issued.</p> <p>However, permit can be issued with permit condition. The summary conditions are at the end of this report.</p> <p>OUTSTANDING PREVIOUS ESD ISSUES AND THE CURRENT COMMENTS ARE AS BELOW</p> <p><u>Environment (ESD) Response</u></p> <p>a. BESS Management 3.3 Metering: The BESS report indicates that major common area services will be separately sub-metered, however, no further information has been provided to state which common services are considered a major energy consumer and would therefore be metered. More information is required in the SDA stating which specific services will be separately sub-metered.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: left;">3.3 Metering - Common Areas</td> <td style="text-align: right;">100%</td> </tr> <tr> <td>Score Contribution</td> <td>This credit contributes 12.5% towards the category score.</td> </tr> <tr> <td>Criteria</td> <td>Have all major common area services been separately submetered?</td> </tr> <tr> <td>Question</td> <td>Criteria Achieved ?</td> </tr> <tr> <td>Shop</td> <td>Yes</td> </tr> </table> <p style="text-align: center;">Excerpt from the BESS report</p> <p>Not Resolved:</p> <p>b. BESS Energy 1.1 Thermal Performance Rating – Non-Residential: National Construction Code façade calculator was not included in the submitted ESD report, although the energy section was completed on the basis that the buildings comply with the wall-glazing requirement of the National Construction Code 2019 Section J.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: left;">2.3 Thermal Performance Modelling - Non-Residential</td> <td style="text-align: right;">50%</td> </tr> <tr> <td>Score Contribution</td> <td>This credit contributes 25.0% towards the category score.</td> </tr> <tr> <td>Criteria</td> <td>Has a preliminary facade assessment been undertaken in accordance with NCC2019 Section J1.5?</td> </tr> <tr> <td>Question</td> <td>Criteria Achieved ?</td> </tr> <tr> <td>Shop</td> <td>Yes</td> </tr> <tr> <td>Criteria</td> <td>Has preliminary modelling been undertaken in accordance with either NCC2019 Section J (Energy Efficiency), NABERS or Green Star?</td> </tr> <tr> <td>Question</td> <td>Criteria Achieved ?</td> </tr> <tr> <td>Shop</td> <td>No</td> </tr> </table> <p>Detailed NCC section J report must be provided prior construction and will re-review by council ESD officer.</p>	3.3 Metering - Common Areas	100%	Score Contribution	This credit contributes 12.5% towards the category score.	Criteria	Have all major common area services been separately submetered?	Question	Criteria Achieved ?	Shop	Yes	2.3 Thermal Performance Modelling - Non-Residential	50%	Score Contribution	This credit contributes 25.0% towards the category score.	Criteria	Has a preliminary facade assessment been undertaken in accordance with NCC2019 Section J1.5?	Question	Criteria Achieved ?	Shop	Yes	Criteria	Has preliminary modelling been undertaken in accordance with either NCC2019 Section J (Energy Efficiency), NABERS or Green Star?	Question	Criteria Achieved ?	Shop	No
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Question	Criteria Achieved ?																										
Shop	No																										

Not Resolved: Although a summary of the façade calculation is given. However, National Construction Code façade calculator should be submitted in the ESD report.

- c. Renewable Energy:** A complete response to Clause 15.01 Energy performance of Council’s ESD Policy, requires commitments to address peak energy demand reduction.

Energy performance

- To improve the efficient use of energy, by ensuring development demonstrates design potential for ESD initiatives at the planning stage.

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GREATER GEELONG PLANNING SCHEME

- To reduce total operating greenhouse gas emissions.
- To reduce energy peak demand through particular design measures (eg. appropriate building orientation, shading to glazed surfaces, optimise glazing to exposed surfaces, space allocation for solar panels and external heating and cooling systems).

This can be addressed by providing a solar photovoltaic (PV) system that shall assist with improving the development’s peak energy demand and reducing base building energy expenditure. Total aggregate capacity of solar PV is appropriate or not and evidence must be provided that the total amount is appropriate solar PV system in this development.

The panels and systems capacity must be designed and shown on plans and the changes must also be made in the submitted ESD report (SDA) and BESS report.

Not Resolved:

- d. BESS Water 1.1 Potable Water Use Reduction:** The submitted report shows that Dishwasher have been selected 5-star WELS rated. It is however more likely that the future occupiers will be using their own dishwasher, and therefore the developer has no influence on the water efficiency of the appliances in use. As per the BESS help notes, in this case ‘default or unrated’ must be selected from the drop-down list.

Water fixtures, fittings and connections

Building:	Building 1
Showerhead:	Scope out
Bath:	Scope out
Kitchen Taps:	>= 6 Star WELS rating
Bathroom Taps:	>= 6 Star WELS rating
Dishwashers:	>= 5 Star WELS rating
WC:	>= 4 Star WELS rating
Urinals:	Scope out
Washing Machine Water Efficiency:	Scope out

Excerpt from the submitted BESS report

Not Resolved:

- e. The Energy 3.7 Internal Lighting –Non-Residential** credit has been claimed in BESS. The Applicant needs to clearly annotate on the plans with a note to say that the maximum illumination power density.

3.7 Internal Lighting - Non-Residential		100%
Score Contribution	This credit contributes 10.0% towards the category score.	
Criteria	Does the maximum illumination power density (W/m2) in at least 90% of the area of the relevant building class meet the requirements in Table J6.2a of the NCC 2019 Vol 1?	
Question	Criteria Achieved ?	
Shop	Yes	

Excerpt from the submitted BESS report

Not Resolved: The Applicant needs to clearly annotate on the plans with a note to say that the maximum illumination power density.

- f. Transport 1.4 Bicycle parking – Non-Residential:** Credits have been claimed in BESS for transport 1.4 Bicycle parking -Non-Residential credit. It needs to be clearly noted and design on the plans otherwise Transport 1.5 Bicycle parking – Non-Residential credit should not be claimed.

1.4 Bicycle Parking - Non-Residential		100%
Score Contribution	This credit contributes 28.6% towards the category score.	
Criteria	Have the planning scheme requirements for employee bicycle parking been exceeded by at least 50% (or a minimum of 2 where there is no planning scheme requirement)?	
Annotation	Clause 52.34 Shop and Retail both cite 1 per 600 and 300 sqm respectively.	
Question	Criteria Achieved ?	
Shop	Yes	
Question	Bicycle Spaces Provided ?	
Shop	2	

Excerpt from the submitted BESS report

Not Resolved: It needs to be clearly noted and design on the plans.

- g. BESS tool – Waste 1.1 Communal Spaces:** The credit for communal space 25m² had been claimed, however, Location and square meter areas must be provided in the plan to claim this credit.

1.1 Communal Spaces		100%
Score Contribution	This credit contributes 12.5% towards the category score.	
Criteria	Is there at least the following amount of common space measured in square meters : * 1m ² for each of the first 50 occupants * Additional 0.5m ² for each occupant between 51 and 250 * Additional 0.25m ² for each occupant above 251?	
Question	Common space provided	
Shop	32.0 m ²	
Output	Minimum Common Space Required	
Shop	25 m ²	

Excerpt from the submitted BESS report

Not Resolved: Location and square meter areas of the communal space must be provided in the plan to claim this credit.

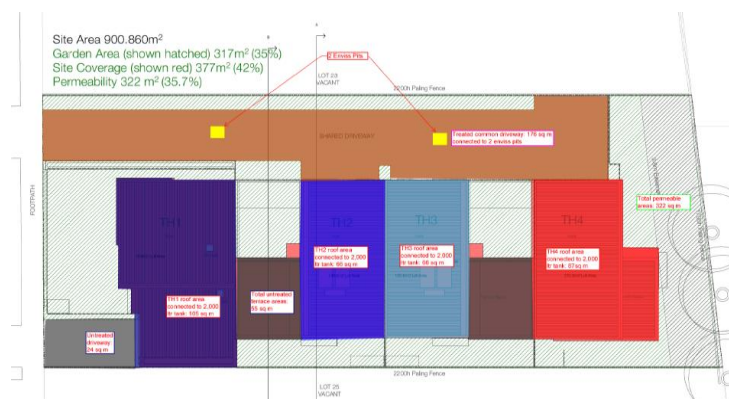
- h. Rainwater Tank and MUSIC report:** The SMP report is highlighted that SPEL systems is used for stormwater treatment measures. Proprietary device (mechanical stormwater treatment) such as SPEL systems is generally not accepted in the city. City always encourages sustainability options such as raingarden, tree pit, swale, buffer strips instead of proprietary devices.

MUSIC tool has been used for stormwater treatment measures. The applicant will need to resubmit in detail MUSIC report with appropriate treatment measures along with MUSIC file (.sqz) for validation so that the modelling assumptions and treatment measures is reasonably right.

Not Resolved: Proprietary device (mechanical stormwater treatment) such as SPEL systems is generally not accepted in the city. City always encourages sustainability options such as raingarden, tree pit, swale, buffer strips instead of proprietary devices.

MUSIC tool has been used for stormwater treatment measures. The applicant will need to resubmit in detail MUSIC report with appropriate treatment measures along with MUSIC file (.sqz) for validation so that the modelling assumptions and treatment measures is reasonably right.

- i. **Catchment plan:** A complete response to the stormwater management requirements involves the preparation and submission of a site layout plan showing the different catchment areas size and the proposed stormwater treatment measures consistent with the MUSIC report, plans and the BESS report.



The underlying must be a roof plan that indicates slopes of different roofs to predict the potential path of rainwater from source to treatment destination. The catchment plan must include all the site and all the impervious areas including the paved areas in the private open space.

An updated catchment diagram will need to be added to the plans (e.g., above). Typically, catchment diagrams are colour coded – red shading showing the roofs draining to rainwater tanks, blue shading showing parts of the driveway draining to a raingarden, green areas showing vegetation and permeable/porous paving etc.

Not Resolved: An updated catchment diagram will need to be added to the plan

Recommended Permit Conditions (Without Prejudice)

- g) Before the use and development commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions. The plans must be generally in accordance with the plans received 4/3/2024 but modified to show:
 - a. Initiatives contained within the ESD report (SDA) along with the proposed changes, including:
 - i. 'Management 3.3 Metering' credit should be un-claimed, otherwise a list of the major services which will be sub-metered must be provided.

	<ul style="list-style-type: none"> ii. The appropriate solar PV should be encouraged to be provided for peak energy demand, and evidence should be provided in the plan that the total amount is appropriate solar PV system in this development. iii. Select 'default or unrated' for water efficiency of the dishwasher water efficiency in BESS Water category. iv. The Applicant needs to clearly annotate in the Development Plans with a note to say what will be the maximum illumination power density for this development. v. The Bicycle parking will need to be designed and annotated on the plan. The plan must show that bicycle parking's are secure and undercover. vi. The location and square meter areas of the communal open space must be provided in the plan. vii. A catchment plan clearly marked and dimensioned based on the proposed treatment measures in MUSIC modelling. <p>If a BESS report is included as part of the ESD report, the BESS report must achieve an overall score of 50% or higher and have a minimum 'pass' rates of 50% for the Energy, Water and IEQ categories and 100% for the Stormwater category.</p> <ul style="list-style-type: none"> h) All works must be undertaken in accordance with the endorsed Plan, ESD report (SDA) and stormwater management plan to the satisfaction of the Responsible Authority. No alterations to these plans may occur without the written consent of the Responsible Authority. The other conditions are as below: <ul style="list-style-type: none"> c) Preliminary facade calculator should be completed and included in the amended ESD report. d) An updated stormwater management report using MUSIC with a catchment diagram will need to be added to the plans. The MUSIC file (.sqz) must also be submitted for validation.
Officer Comment:	
Noted. Recommended condition relating to the Sustainable Design Assessment should be included on any planning permit issued.	

Department:	Civil Infrastructure (as the floodplain manager)
Response:	<p>A memorandum of understanding (MOU) was entered into between the Corangamite Catchment Management Authority (CCMA) and Greater Geelong City Council for the area of the municipality within the Corangamite Waterway Management District.</p> <p>As Council is the relevant drainage authority for local drainage and the authority responsible for the flood mapping that forms the basis of the SBO on the Council drainage system, Corangamite Catchment Management Authority will no longer act as a Referral Authority for planning permit applications in areas affected by flooding from the local drainage system.</p>

Flood and Floor Levels					
Building/Location	1% AEP Flood Level (m AHD)	Freeboard (mm)	Recommended Minimum Floor Level (m AHD)	Proposed Floor Level (m AHD)	Compliance with minimum freeboard
Control Building	11.40	300	11.70	Nil	N/A
Autowash & Plant	11.10	N/A	N/A	Nil	N/A
Fuel dispensers	11.40	N/A	N/A	Nil	N/A
EV & Vacuum Bays	11.30	N/A	N/A	Nil	N/A

AHD: Australian Height Datum, AEP: Annual Exceedance Probability

According to the City's ground-level data, the proposed site slopes down from south to north (approximately 11.4-11.0m AHD). The stormwater flood extent covers most of the site with a flood depth of up to 0.10 meters. Access to the property from Cox Road and Nevada Avenue may be affected/cut off by floodwater of depth up to 0.25m.

The required minimum finished floor level for any habitable building is 300 mm freeboard above the applicable flood level whereas for non-habitable buildings (garage, storage shed, etc.), the freeboard requirement is 150 mm. The applicable maximum flood level for the part of the site where the Control Building is proposed is 11.40 m AHD. Therefore, the required minimum finished floor level for the Control Building is 11.70 m AHD.

The applicable maximum flood levels for proposed auto wash, fuel dispensers, EV bays, and Vacuum bays have been detailed in the above table. Any electrical fittings or water-sensitive installations across this site must be at least 150 mm above the applicable flood levels or existing ground level at their location. The attached flood map in the SBO Report can help depict the flood levels across the site.

Any new fences and gates within flood-prone land should be permeable type having a minimum 150 mm ground clearance or at least 25% opening to 450 mm height from the ground. The required minimum clearance above any built/smooth surfaces (e.g., paved, concrete, decks, etc.) is 100 mm.

Any new decks within flood-prone land should be non-obstructive to overland flows, that is, unenclosed type to allow passage or temporary storage of flood water underneath.

Pursuant to *Section 56 of the Planning and Environment Act 1987* Engineering Services (SBO as Floodplain Manager), **does not object to the granting of a permit**, subject to the following conditions:

1. Prior to the commencement of the development, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be generally in accordance with the plans submitted with the application but modified to show:
 66. The Finished Floor Level (FFL) of the proposed Control Building must be no lower than 11.70 metres Australian Height Datum (AHD).
 67. The electrical fittings and water sensitive installations across the site must be constructed using flood resilient materials at least 150 mm above the existing ground level at their location.
2. Any new fences and gates within the SBO area must have minimum 150 mm ground clearance or 25% opening to 450 mm height from the ground. The minimum clearance above any built/smooth surfaces (e.g., paved, concrete, decks etc) is 100mm.
3. Any new decks within the SBO area must be non-obstructive to overland flows, that is, unenclosed type to allow passage of flood water underneath.

	<p>Notes from Engineering Services (SBO as Floodplain Manager)</p> <ul style="list-style-type: none"> • A floor should generally be built at least 150 mm above the peripheral ground/finished surface of the building • Any earth filling should be kept to a minimum on the property to ensure that existing flow paths are not impacted by the proposed works.
<p>Officer Comment: Noted. Conditions are required to be included in any planning permit issued as they are the flood plain manager in this instance under the overlay.</p>	

Department:	Environmental Health
Response:	<p>Supportive</p> <p>Environment Health still have concerns regarding the acoustic wall not being extended on the North boundary to the West of the auto wash. The modelling provided in the Environmental Noise Assessment (ENA) submitted by Marshall Day on the 13th June 2024 state that all recommended acoustic treatments will comply with relevant Victorian EPA legislation. This is based on modelling only at this stage. The city still has an obligation to consider residents and their right to have quiet in the own homes.</p> <p>Although waste collection will be limited to between the hours of 7am-6pm Monday to Saturday the control building will be operating 24hrs a day, which therefore has the potential of creating noise nuisance along the North boundary whilst waste is being disposed of to the refuse area. Environmental Health stand by its recommendation in previous responses that an acoustic wall be constructed along this portion of the boundary (nonstandard condition 1, see below). Environmental Health also strongly recommend a condition added to the permit requesting an updated acoustic report should we receive any complaints regarding noise nuisance from the property.</p> <p>It is notes that on page 11 of the ENA, fuel and store deliveries will occur between 7am and 10pm, Monday to Sunday (exclude public holidays), the EPA Noise Control Guidelines (publication 1254.2) state delivery hours to be;</p> <ul style="list-style-type: none"> • 7am – 10pm Monday to Saturday • 9am – 10pm Sundays and public holidays. <p>Environmental Health recommend using the delivery hours supplied in the EPA Noise Control guidelines, as per standard condition below.</p> <p>The applicant has consented to limiting the operation of the auto wash to 7am-10pm Monday to Sunday. A condition on the permit will ensure that this is met.</p> <p>All other mitigation measures recommended in the ENA should be included as conditions for the permit.</p> <p>Recommended Permit Conditions (Without Prejudice)</p> <p><u>Noise Management</u> At the written request of the Responsible Authority, after commencement of use, the permit holder must submit an updated report prepared by a suitably qualified Acoustic Engineer which assesses any impacts of the site or impacts to the site, using any relevant legislation. Where non-compliance is identified, the report must provide any necessary recommendations to achieve compliance or address any</p>

other issues as appropriate. Any recommendations of the assessment deemed appropriate by the Responsible Authority must be implemented within a timeframe specified by the Responsible Authority.

All recommended mitigation measures listed in the provided acoustic report developed by Marshall Day dated 13th June 2024 to be implemented.

The premises must reasonably comply with all noise legislation and regulations in force and the level of noise emitted from the premises does not exceed permissible noise levels including EPA publication 1826.4 "Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues"

The premises must reasonably comply with all noise legislation and regulations in force including EPA publication 1254.2 "Noise control guidelines"

Comply with EPA publication 1834 "Civil construction, building and demolition guide"

Audible Music or Announcements

No music or announcements may be audible outside the boundaries of the site to the satisfaction of the Responsible Authority.

Acoustic Fencing

Prior to the occupation of the building and/or the commencement of the use, the works outlined in the report must be carried out to the satisfaction of the Responsible Authority.

Waste Collection

Waste collection must not occur between the hours of 6pm and 7am Monday to Saturday.

Delivery Restrictions

All deliveries to the property and truck movements offsite must be in adherence with the EPA Noise Control Guidelines (publication 1254.2) which are:

- 7am – 10pm Monday to Saturday
- 9am – 10pm Sundays and public holidays.

Security Alarms

All security alarms or similar devices installed on the land must be of a silent type in accordance with any current standard published by Standards Australia International Limited and be connected to a monitored security service.

Plant and Equipment Insulation

All external plant and equipment must be acoustically treated or placed in soundproof housing to reduce noise to a level satisfactory to the Responsible Authority.

All air-conditioning units are to be placed in an appropriate location or alternatively acoustically treated to reduce noise to a level satisfactory to the Responsible Authority.

Dust Emissions

Dust control measures to prevent emissions that may cause nuisance to adjoining properties must be implemented to the satisfaction of the Responsible Authority. Such as but not limited to:

- Identifying potential sources of dust and airborne particulates and processes which may generate dust and airborne particulates; and implementing dust and airborne suppression measures, including (but not limited to) covering materials and/or applying a light water spray, applying sprays before or during turning, but also avoiding excessive water- logging of organic materials and runoff;
- cessation of some activities during windy days

Light Emissions

Outdoor lighting must be designed, baffled and located to the satisfaction of the Responsible Authority to prevent any adverse effect on adjoining properties

General Amenity

The amenity of the area must not be detrimentally affected by the use or development through the:

- Transport of materials, goods or commodities to or from the land;
- Appearance of any building, works or materials;
- Emission of noise, artificial light, vibration, odour, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil;
- Presence of vermin;

to the satisfaction of the Responsible Authority.

Garbage Storage

Provision must be made on the land for the storage and collection of garbage and other solid waste. This area must be graded, drained and screened from public view to the satisfaction of the Responsible Authority.

The storage, removal and disposal of such/garbage refuse must be undertaken in such a manner so as to avoid any nuisance, pollution or loss amenity to the surrounding area and must at all times be to the satisfaction of the Responsible Authority.

Regular Waste Removal

All waste material must be regularly removed from the site to the satisfaction of the Responsible Authority.

***Notes:** Environmental Health has considered the information submitted with the application for a planning permit at the abovementioned property. Environmental Health has no objection to the granting of a planning permit providing the following notes are included within:*

Noise

Ensure compliance with any Commercial Noise regulations, Councils Local Laws and obtain permits where and when required.

Construction noise for residential and commercial construction

Noise during construction is to be managed and not emit unreasonable noise at any time of the day under the Environment Protection Act 2017.

Officer Comment:

Noted. Some of the requested conditions should be included if a planning permit were to be issued. While Environmental Health have outlined some concerns regarding noise from the site, a condition should be included that requires a post construction noise assessment to determine any noise issues while the premises is operating.

A condition requiring a post construction noise assessment within three months of operating commencing is considered appropriate.

A separate condition should also be included that requires a noise assessment if requested by the responsible authority.

Department: Parks

Response: Supportive

The *Fraxinus ornus* (Manna Ash) street tree at this location is in poor condition, with extensive decay noted at the base of the main stem.

Parks have no objection to this tree being removed and replaced as part of this proposal.



Recommended Permit Conditions (Without Prejudice)

Tree removal and replacement

The development of the site requires the removal of a street tree. This is approved and must be offset in accordance with Council's Tree Management Policy. Tree planting will occur either on the nature strip of the site or another suitable location, to our satisfaction (as the Responsible Authority), and maintained for an establishment period of two years.

	<p>The applicant will be responsible for all costs associated with:</p> <ul style="list-style-type: none"> removing the existing tree and stump the purchase of new replacement trees in minimum 40cm containers the planting the replacement trees the aftercare and maintenance of the replacement trees for a period of no less than two years <p>As the street trees are Council assets located within a road reserve, all works associated with tree removal and replacement must be undertaken by Council or its approved contractors. The applicant is to contact Council’s Parks Planning Arborist (5272 5272) to discuss the process for the removal and replacement of the street trees. A written quote will be prepared and provided to the applicant and acceptance of the quote must be provided in writing to Council prior to any works to the street tree commencing.</p> <p>Notes</p> <ol style="list-style-type: none"> Any applicable Council and/ or Service Authority permit(s) must be taken out prior to the commencement of works within the road reserve. The applicant or their nominated representatives are not authorised to remove or arrange the removal of the Council tree without our written consent (as the Responsible Authority).
<p>Officer Comment: Noted. Condition should be included in any planning permit issued.</p>	

Department:	Waste
Response:	Supportive
<p>No Council waste collection services are applicable and the waste collection services must be carried out by private contractors.</p>	
<p>Officer Comment: Noted. No conditions requested.</p>	

AMENDMENT OF THE PROPOSAL PRIOR TO PUBLIC NOTIFICATION:

The applicant made a request to amend the application pursuant to Section 50 of the Planning and Environment Act 1987 on 4/03/2024. Council accepted the amendment. The amendment made the following changes to the application:

- Revised location of the control building from position adjacent eastern site boundary to new location in south-western corner of the land. The associated OTR convenience drive-thru now wraps around the southern and western facade of the control building and addresses the Cox Road and Nevada Avenue frontages of the site.
- Revised location of fuel canopy, fuel forecourt and underground fuel storage tanks to new position on the eastern side of the control building and a reduction in the number of fuel bowsers from 4 to 3.
- Relocation of EV charging and vacuum bays to eastern boundary and refuse enclosure to new position in the north-western corner of the site.
- Removal of 2 manual car wash bays.

- Relocation of proposed two-way vehicle crossover on Cox Road to new position at eastern extent of site frontage and minor amendments to the design and location of the proposed two-way vehicle crossover on Nevada Avenue.
- Revised on-site car parking layout and amendments to landscaped garden beds.
- Minor like for like changes to signage to reflect changes to the fuel brand offer from BP to Shell

PUBLIC NOTIFICATION:

The application is not exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act and pursuant to Section 52 of the Planning and Environment Act 1987 the following forms of advertising were undertaken:

- Notices were sent to owners and occupiers of adjoining land (including opposite)
- 2x A2 signs were placed on the land

As a result 41 Objections were lodged with Council

CONSULTATION:

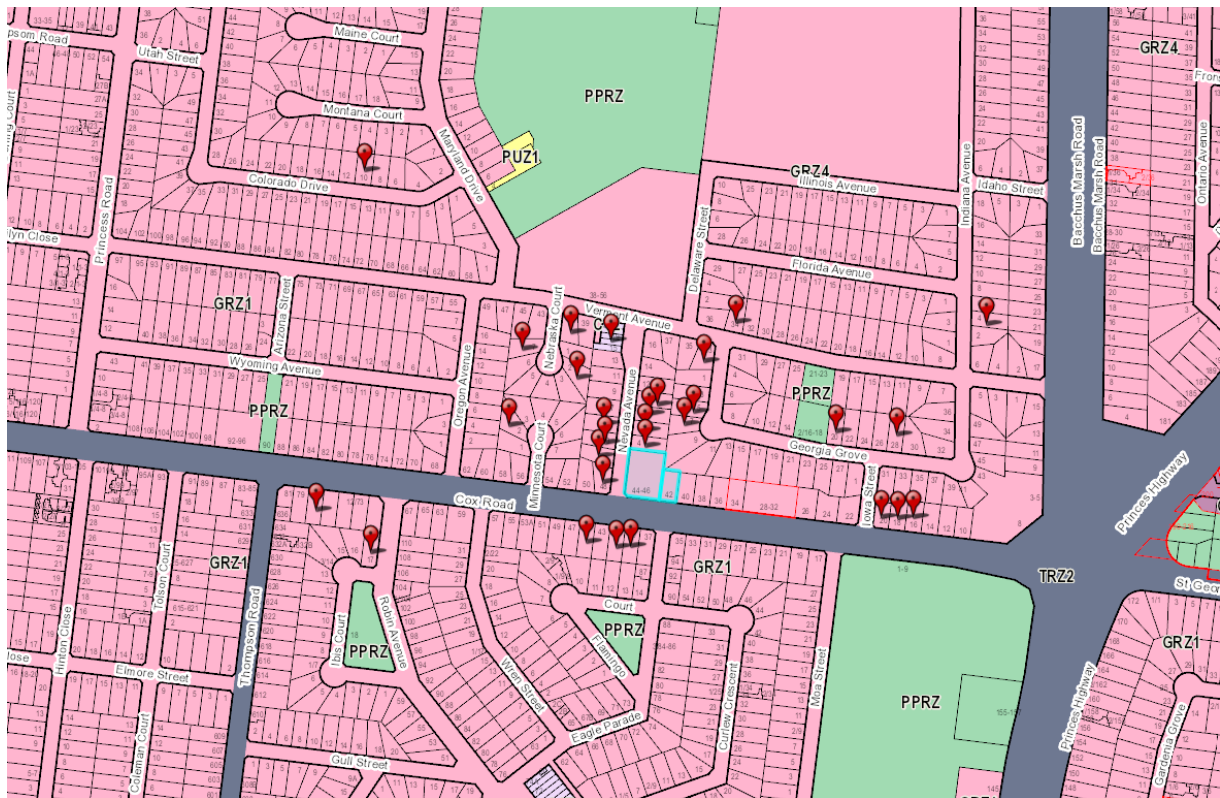
A planning information meeting was held between the applicant, council officers, and objectors. The meeting discussed the issues raised to see if any resolutions were possible.

As result of the meeting no objections were withdrawn.

AMENDMENT OF THE APPLICATION FOLLOWING PUBLIC NOTIFICATION

The application was not amended following public notification.

OBJECTIONS:



Objector Map- some objectors are outside of the objector map area

The concerns of objectors are summarised and commented on below:

1. Objection – Traffic impacts

Response

It would not be expected that a large amount of vehicles would travel to this site specifically for the service station.

The majority of traffic would be either traffic from the local area or vehicles passing through the area that would stop to use the service station. Given that the road is a Transport Zone 2, there would be a considerable amount of traffic moving along this road currently.

It is noted that a traffic engineering assessment was provided in support of the application.

As part of this traffic report, the application has considered queuing at peak times. The report has provided the following breakdown of traffic generation for the proposal:

Use	Vehicles Per Hour
Service station (fuel sales)	32 vph
Shop (kiosk)	32 vph
Drive-Thru (Coffee)	20 vph

The report details that:

The service station has six dispensers which have an average service time of five minutes each.

Accordingly, there is a service rate of 72 vph. The expected traffic generation for the service station is 32 vph which equals a utilisation rate of 0.44. This yields a 98th percentile queue of four vehicles behind those vehicles being serviced. There is sufficient space behind each dispenser for a vehicle to be queued without impacting access to the site which exceeds the expected queueing demand.

Drive-thru coffee has an average service time of 90 seconds, which equates to a service rate of 45vph. the utilisation rate for the drive-thru is therefore 0.44 which again equates to a queue of four vehicles. There is sufficient space for seven vehicles to queue behind the pick-up window to the drive-thru entry gantry which exceeds the expected queueing demand.

Given this, it is not expected that the proposal would create queuing impacts on the existing road network.

Some concerns have been raised regarding traffic collisions, this development cannot be required to control driver actions on the streets.

This report was referred to Council's Civil Infrastructure Department and to the Department of Transport and Planning (DTP) for their review and comments. It is noted that both Council's Civil Infrastructure area and DTP did not object to the proposal.

2. Objection – Environmental impacts

Response

Further discussion will be provided under the assessment of the planning policies later in this report. However, it is not considered that the proposed use and development will unreasonably detract from neighbouring residential amenity through noise or air pollution.

The application has been reviewed by both the Environmental Health Officers and the EPA and no objection has been raised to the grant of a permit on such grounds.

Noise will be considered below, while odour impacts can be managed through vapour recovery systems installed for the fuel tanks and fuel pumps. This can be conditioned in any planning permit issued.

Any planning permit granted is recommended to be subject to conditions requiring waste to be placed in bins and for any external lighting to be suitably baffled so as to prevent unacceptable light pollution.

The EPA manages underground petroleum storage systems within Victoria for environmental management, leaks spills etc. and it is considered that this sits outside of the remit of this planning permit application.

3. Objection - noise

Response

An Environmental Noise Assessment has been submitted as part of this application to support the proposed use and development.

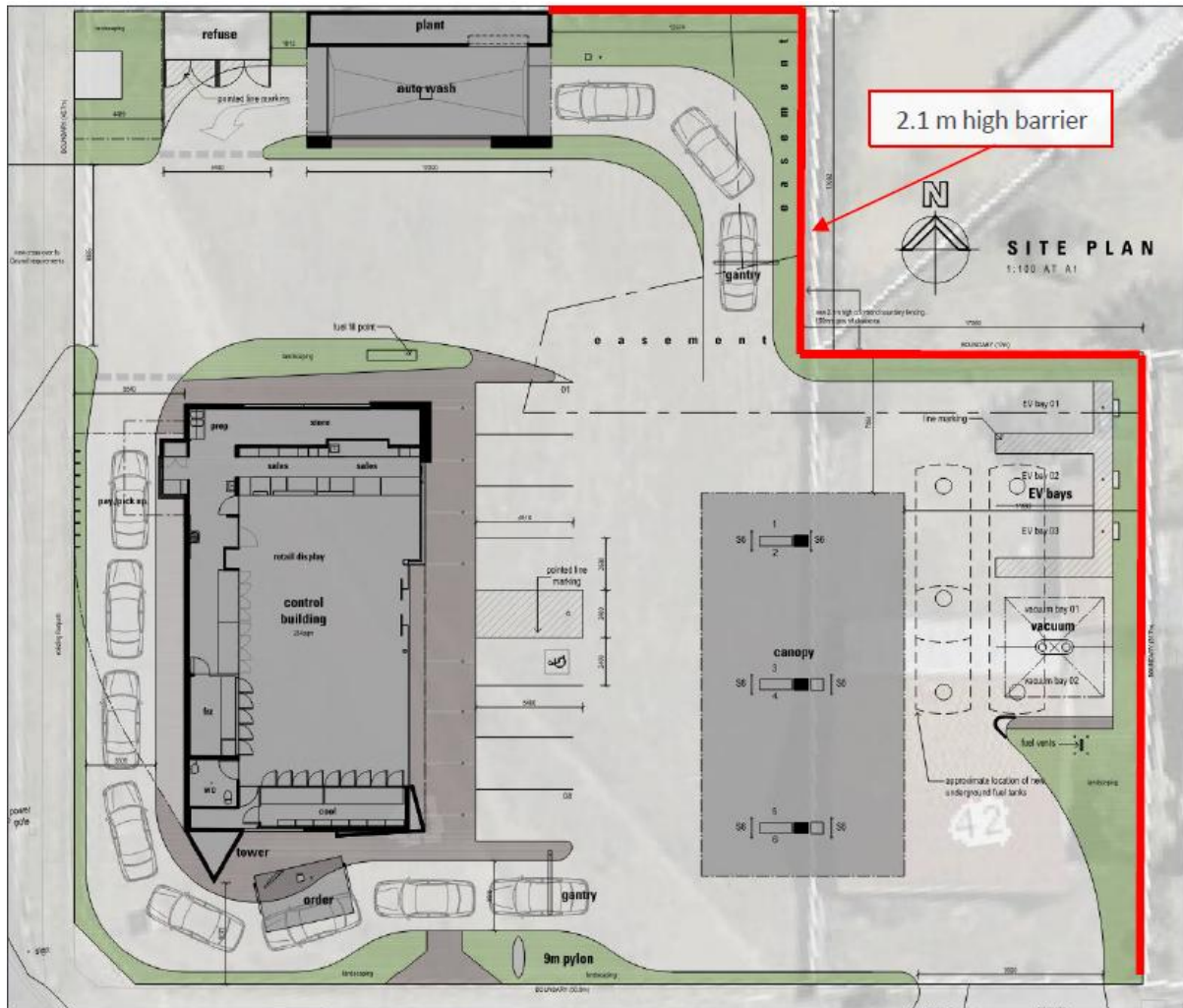
The noise assessment identifies the noise sources associated with the operation of the proposal, along with the relevant legislation or guideline applicable for the assessment of each of the identified noise sources.

- Mechanical services noise (heating and ventilation, refrigeration equipment, exhaust fans etc)
- Carwash activities
- Deliveries & waste collection
- Deliveries & waste collection
- Late night vehicle movements and carpark activity

The acoustic report provides a recommendation of noise mitigation measures. The mitigation measures include

- Provision of a 2.1 m high barrier (relative to ground) to north and east site boundaries, as shown in Figure 3, sealed at the east end of the auto carwash tunnel.

The construction of the barrier may vary but would need to meet a minimum surface density requirement of 12 kg/m².



- Full perimeter screening of all mechanical services installed on the roof of the convenience store, to extend a minimum of 1.5 m above the highest point on any given unit
- The auto carwash includes the following design features:
 - Shutter doors at the exit and entry to the auto carwash tunnel which remain closed at all times when in use. The doors to meet a minimum sound insulation rating of $R_w 33$. As an example, articulated shutter door design constructed of 10 mm laminate glass that incorporates full perimeter compression seals so as there are no gaps at the building junction.
 - The walls of the auto carwash enclosure and plantroom precast concrete panel
 - The roof of the auto carwash enclosure constructed from sheet metal (minimum 0.5 mm BMT) with a 9 mm thick fibre cement ceiling at minimum 100 mm cavity

In addition to the physical mitigation measures, the following non-exhaustive, list of example noise management measures are recommended for consideration as the development progresses throughout design phase, as well as when in operation:

- *Selection of low noise fixed mechanical plant and services equipment*
- *Ongoing maintenance of fixed noise generating equipment*
- *Appropriate managerial controls are implemented such as signage for patrons to consider neighbours and leave the premises as quietly as possible, most especially during the night*
- *The driveways are designed to minimise the likelihood of any wheel impact noise from irregularities on the driveway itself or from any service opening cover plates etc.*
- *Any amplified music played on the premises should be set to a level which is inaudible at the property boundary*
- *Encouraging suppliers to adopt broadband reversing beepers on third party trucks*
- *Use of gravity-assisted as opposed to pump action fuel delivery mechanisms (as proposed)*
- *Timing of deliveries and waste collection:*
 - *Waste collections occur during the day period, Monday to Saturday, 7 am - 6 pm (not including public holidays)*
 - *Fuel deliveries and store deliveries occur during the day and/or evening periods, Monday to Sunday, 7 am - 10 pm (not including public holidays)*
- *Vacuum use limited to during the day and/or evening periods, Monday to Sunday, 7 am - 10 pm (not including public holidays)*
- *Consistent with EPA 1254.2 Noise Control Guidelines, the following recommended best practices should be applied for waste collections and deliveries:*
 - *Refuse bins should be located at sites that provide minimal annoyance to residential premises*
 - *Compaction should be carried out while the vehicle is moving*
 - *Bottles should not be broken up at the collection site*
 - *Routes which service predominantly residential areas should be altered regularly to reduce early morning disturbances*
 - *Noisy verbal communication between drivers and operators should be avoided where possible*
 - *Any truck mounted refrigeration motors on delivery trucks/vehicles must be turned off whilst the vehicle is on site.*

The acoustic report has determined that the noise limits can be practicably achieved through the noise mitigation measures as listed above.

The applicant has also suggested a conditions relating to a post construction assessment within 3 months of completion requiring a new noise assessment to be conducted. This assessment must include noise measurements to confirm whether operational noise levels comply with the limits outlined in the submitted acoustic report. If operational noise levels exceed the applicable limits, the operator must implement any additional noise controls recommended in the assessment.

It is also noted that while Environmental Health were supportive of the application, they had concerns regarding the acoustic report. A condition that reflected the above would be a way of mitigating noise issues moving forwards

4. Objection – light spill

Response

All external lighting should be designed with the use of spill guards to direct light within the site and away from adjoining land and nearby sensitive receivers.

A condition would be included in any planning permit issued that reflects this requirement.

5. Objection – oversupply of service stations

Response

It is noted that concerns regarding the potential oversupply of service stations in the locality are not matters that can be considered under the Planning and Environment Act 1987. The planning system does not regulate competition or market supply; rather, it assesses proposals against relevant planning policy, land use compatibility, amenity impacts, and built form considerations.

Accordingly, the issue of commercial demand or the number of existing service stations in the area does not constitute a valid planning consideration and cannot be taken into account in the assessment of this application.

6. Objection – not in keeping with policy

Response

Consideration against the relevant zone and planning policies will be provided later within this report.

7. Objection – operating hours

Response

Council has considered the proposed 24-hour operation of the service station. While it is acknowledged that concerns have been raised regarding potential amenity impacts, it is considered that the continuous operation of the facility is appropriate in this location for the following reasons:

Service stations provide an essential service to the community, and 24-hour access ensures availability of fuel and convenience goods to motorists and emergency services at all times.

The subject land is located on Cox Road which is designed to accommodate higher traffic volumes and includes a range of existing commercial uses. The site is therefore considered suitable for extended hours of operation.

Modern service station design and management practices, including acoustic fencing, directional lighting, and controlled delivery schedules, are capable of mitigating potential impacts such as noise and light spill.

Continuous operation increases passive surveillance of the site and surrounds, improving safety and security in the locality.

Accordingly, Council is satisfied that the proposal to operate the service station on a 24-hour basis will not result in unreasonable amenity impacts and is consistent with the orderly planning of the area.

Council has also considered the proposed operating hours of the car wash, given its close proximity to the abutting dwelling to the north, being 7:00 am to 10:00 pm daily. While extended hours can provide convenience to customers, the potential for amenity impacts during sensitive times must also be taken into account.

The Environment Protection Authority (EPA) sets clear guidelines in relation to noise emissions from commercial uses adjoining residential areas. In order to ensure compliance with these requirements and to protect residential amenity, it is recommended that operating hours on weekends be modified.

Specifically, it is recommended that the car wash be permitted to operate from 9:00 am to 10:00 pm on Saturdays and Sundays, rather than commencing at 7:00 am. This adjustment will align the proposal with EPA regulations, minimise early morning noise impacts on nearby residents, and still provide for reasonable trading hours that meet customer demand.

Accordingly, subject to the modification of weekend operating hours as outlined above, Council is satisfied that the car wash can operate in a manner that balances commercial functionality with the protection of local amenity.

8. Objection – anti-social behaviour

Response

It is noted that concerns relating to potential anti-social behaviour are not matters that can be addressed through the planning process. The Planning and Environment Act 1987 requires that planning assessments focus on land use and development considerations, rather than the conduct or behaviour of individuals.

Accordingly, issues of anti-social behaviour do not constitute a relevant planning consideration and cannot be given weight in the assessment of this application.

However, given that the proposal is for a 24-hour service station, this would provide ongoing surveillance across the site at all time. It would also be considered that a service station would have a number of security cameras that monitor the site. As such, the allowance of this development would be unlikely to create anti-social behaviour onsite.

9. Objection – visual impacts

Response

Visual impacts will be considered later within this report.

10. Objection - Flooding

Response

In response to the objections relating to flooding, it is advised that, as outlined previously within this report, the application has been referred to and considered by the relevant floodplain manager. The advice provided by the Civil Infrastructure Department as the floodplain manager has informed the assessment of this application, and no further flooding-related concerns have been identified beyond those addressed in their referral response.

Accordingly, it is considered that flooding issues have been appropriately assessed and addressed through the statutory referral process.

11. Objection - Leakage

Response

This is managed by EPA, and any development is required to be constructed in accordance with the EPA standards.

12. Objection - Safety

Response

Objections relating to safety relate to pedestrian walking along the streets and children playing with this area.

It is noted that matters relating to the enforcement of road rules and the behaviour of pedestrians while using public footpaths fall outside the scope of Council's planning responsibilities. The regulation and enforcement of road safety, including pedestrian compliance with the road rules, is a matter for Victoria Police and other relevant authorities.

While the planning process can seek to encourage safe pedestrian movement through appropriate design measures (such as providing adequate footpath widths, sightlines, and connections), Council cannot be held responsible for, nor ensure, that individual pedestrians will always follow safe practices or comply with the road rules.

13. Objection - Valuations

Response

It is noted that the Victorian Civil and Administrative Tribunal (VCAT) has consistently determined that the potential impact of a proposal on land values is not a relevant planning consideration and does not form a valid ground of objection under the Planning and Environment Act 1987.

Accordingly, any concerns raised in relation to land valuation cannot be taken into account in the assessment of this application.

ASSESSMENT:

ZONE:

General Residential Zone

Purpose

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

OVERLAY:

Special Building Overlay

Purpose

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To identify land in urban areas liable to inundation by overland flows from the urban drainage system as determined by, or in consultation with, the floodplain management authority.*
- *To ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, is compatible with the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.*
- *To protect water quality and waterways as natural resources by managing urban stormwater, protecting water supply catchment areas, and managing saline discharges to minimise the risks to the environmental quality of water and groundwater.*

Response to zone and overlay(s)

Zone

The use of the land for a Service Station is only an acceptable use in this zone where it either:

- *Adjoin a commercial zone or industrial zone. or*
- *Adjoin, or have access to, a road in a Transport Zone 2 or a Transport Zone 3.*

In this instance, as previously outlined, it abuts a Transport Zone 2 (being Cox Road).

The site also must not exceed 3000 square metres. With the subject site being a total of 2328 square metres, meeting this threshold.

The use of the land for a Car Wash is only acceptable in this zone where it either adjoins, or has access to a road in a Transport Zone 2.

Given these conditions are met, the application can be considered.

The purpose of the zone includes "To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations".

Consideration is given as to whether this is considered to be an appropriate location for this type of non-residential use.

To determine this we need to consider the Decision Guidelines under the zone, as such, the following assessment is provided:

There are no rooftop solar panels that have been identified on the adjoining dwellings that require consideration for overshadowing.

In consideration of compatibility of the development within the surrounding residential uses, it is assessed that the proposal is compatible with the surrounding areas. As previously outlined within this report, the matters relating to noise and amenity impacts can be managed through conditions if a planning permit were to be approved.

Noise, light, and odour can be mitigated through additional noise assessment post completion of works and while the facility is operation, as well as a noise management plan. The light spill can be managed through a condition in a planning permit requiring light baffling.

Odour can be managed through a 2-stage process

Stage 1 vapour recovery

Prior to operation, all fuel storage tanks (excluding diesel and LPG) must be fitted with a Stage 1 vapour recovery system, including pressure vacuum relief valves on underground storage tank vent pipes, to ensure displaced vapours are directed back into the tank during filling.

Stage 2 vapour recovery

Prior to operation, all fuel dispensers (excluding diesel and LPG) must be fitted with a Stage 2 vapour recovery system that returns displaced vapours into the tank during refuelling.

These measures, along with other planning permit conditions, would ensure that the proposal does not adversely impact the surrounding area.

In consideration with whether the proposed use generally serves the local community needs, it is deemed that the proposal would serve the locality needs. It is accepted that service stations are an integral part of day to day life as people need to refill their vehicles.

There are a number of VCAT decisions in which have approved service stations and demonstrated that they are not specific to commercially zoned areas or industrially zoned areas and that residentially zoned areas are acceptable locations for service stations.

A recent VCAT decision [AA Holdings Pty Ltd v Mornington Peninsula SC \[2025\] VCAT 634 \(18 July 2025\)](#) approved the use and development of a service station and a convenience restaurant in the General Residential Zone.

This decision by VCAT set aside Council's decision to refuse to grant a permit and granted a planning permit subject to conditions.

In consideration specifically for commercial zoned sites within this area, the nearest commercial zoned site (as the crow flies) is over 700 metres from the site being Corio Village, which does not provide a service station.

Besides Corio Village there are no other significant commercially zoned areas besides the North Geelong Commercial/Industrial area south of the site. This demonstrates that there would be limited opportunities for new service stations to be developed in these established commercial or industrial areas. Therefore, we need to accept that service stations should be allowed within residential zoned areas.

This type of use provides a re-fuelling service but also includes an ancillary convenience shop that would allow locals to walk to the site to pick up basic grocery items.

In consideration of the development, it is considered that the proposed scale and intensity of the development would be less than if the site were to be development for multiple dwellings. The main control building is located towards the south west corner of the site, with an open canopy for refuelling and the automatic car wash located towards the north end of the site.

It is noted that the First Point Medical Centre is located approximately 90 metres to the east of the site with a building that's scale and intensity that would be greater than the proposed development.



It was also noted that the Salvation Army is located approximately 400 metres to the west of the subject site.



The design and height of the proposed buildings is in keeping with the surrounding area with the overall height of the development being 6.6 metres in height. For residential development, within this area, the maximum height would be 11 metres and three (3) storeys. Given that there are two storey dwellings within this area, that would be higher than the proposed development, it is considered that the height is in keeping with the area.



52 Cox Road, Corio



56 Cox Road, Corio



71 Cox Road, Corio



1 Cox Road, Corio (Corio Library and Norlane ARC)

The main building setback from Cox Road is in line with the adjoining dwellings to the east of the subject site, with the west façade being setback 5.5 metres, which would meet Clause 55 requirements for a side setback. It is therefore considered that the development provides acceptable setbacks in keeping with this area.

A landscape strip is proposed around the perimeter of the site, this contributes to the overall presentation of the development. The landscaping along the south and west boundaries varies from 0.6 metres up to 1.2 metres. The landscape plan provided demonstrates small scale plantings along the south and west boundaries, with larger trees being provided along the west boundary and to the north of the site.

Perimeter landscaping and a front setback may appear to lessen the visual impact of the proposed development however the use and development of a service station is hard to miss. As such in this context it is not considered to sufficiently mitigate its impact upon the surrounding area.

The proposal provides car parking onsite and would allow sufficient space for bicycle parking onsite, this will be further considered later in this report.

All loading and unloading of fuel, goods and waste will be conducted onsite. All waste will be stored in the proposed refuse area which is enclosed and screened from the area.

The submitted traffic assessment report, as discussed previously within the report, concludes that *'there are no traffic engineering reasons why a planning permit for the proposed service station at 42-46 Cox Road, Corio, should not be granted'*. This report has been considered by Councils Civil Infrastructure Department and the Department of Transport and Planning and therefore is accepted.

Overlay

The proposal is considered against the Special Building Overlay, this overlay requires the proposed development to be referred to Councils Civil Infrastructure Department for review as the flood plain manager for this area.

It is advised that they have not objected to the proposal subject to conditions.

CULTURAL HERITAGE MANAGEMENT PLAN (CHMP):

The Aboriginal Heritage Regulations 2018 specify the circumstances in which a cultural heritage management plan is required for an activity or class of activity. Division 2 of the Aboriginal Heritage Regulations 2018 specifies exempt activities which do not require a cultural heritage management plan. The proposal is not listed as an exempt activity.

Areas of cultural heritage sensitivity are defined within Divisions 3 and 4 of the Aboriginal Heritage Regulations 2018. Division 3 does not identify the site or part of the site as within an area of cultural heritage sensitivity. High impact activities are defined within Division 5 of the Aboriginal Heritage Regulations 2018. Division 5 lists the proposal as a high impact activity.

The site is not considered to have been the subject of significant ground disturbance which is defined as 'disturbance of (a) the topsoil or surface rock layer of the ground or (b) a way - by machinery in the course of grading, excavating, digging, dredging or deep ripping, but does not include ploughing other than deep ripping.

In accordance with the above assessment, a cultural heritage management plan is not required.

LANDFILL GAS RISK ASSESSMENT

The subject site is not located within 500 metres of an identified former landfill site, a risk assessment is not required.

DEVELOPMENTS IN BUSHFIRE PRONE AREAS

The site is not located within a designated bushfire prone area

THE VICTORIAN PLANNING POLICY FRAMEWORK (VPPF):

The following Victorian Planning Policies are applicable to this application:

02.03 – Strategic Directions

Strategic directions

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

02.04 - Strategic Framework Plans

11.00 – Settlement

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.

11.01-1S - Settlement

Objective

To facilitate the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements.

11.01-1R – Settlement – Geelong G21

Strategies

Support the role of Central Geelong as a Major regional city and revitalise and strengthen its role as Victoria's second city.

Support Colac and Torquay/Jan Juc as Regional service centres.

Support the growth of Bannockburn, Drysdale/Clifton Springs, Lara, Leopold, Ocean Grove and Winchelsea as district towns by building on existing and planned infrastructure and focussing growth along key road and rail networks.

Plan for Colac and Winchelsea as new targeted growth nodes.

Provide for long term growth options that build on existing infrastructure, including two further investigation areas north and west of Geelong.

Reinforce the role of district towns in providing services to surrounding areas.

Maintain a significant settlement break between the region and Melbourne.

Provide for settlement breaks between towns to maintain their unique identities.

11.03-6L-02 - Corio Norlane

Objective

To facilitate the urban renewal of the Corio Norlane area.

Strategies

Encourage increased housing diversity areas around the Corio Sub-Regional Activity Centre, Bell Post Shopping Centre, North Shore Station and local shopping centres.

Encourage the redevelopment of school sites subject to closure for residential development (where not required for a community use in need of a larger site).

Support the ongoing improvement and expansion of the Corio Sub-Regional Activity Centre, and the development of retail, offices, cafes/restaurants and health services around the centre.

Improve the role, function and presentation of retail activity centres through measures such as supporting a diverse mix of uses and the use of public art to enhance their presentation and create a sense of place.

Encourage the development of the Waterworld Precinct as a multi-purpose community precinct that includes dedicated arts and culture spaces within a "landmark" building.

Facilitate the redevelopment and rezoning of land no longer required for commercial use in local shopping centres for housing and other compatible uses.

Limit intensification of residential development within the North Shore residential area close to heavy industrial land uses.

Support the development of health and support services, including potential expansion of facilities within the Corio 'heart' area.

Improve the amenity and safety of local reserves and parks and consider for trade poorly configured parks that do not contribute to the permeability of neighbourhoods.

Encourage the upgrade of ageing drainage infrastructure to better manage impacts resulting from stormwater flooding.

Facilitate the provision of a safe and attractive active transport network to access destinations in Corio and Norlane.

13.03-1S Floodplain management

Objective

To assist the protection of:

- *Life, property and community infrastructure from flood hazard, including coastal inundation, riverine and overland flows.*
- *The natural flood carrying capacity of rivers, streams and floodways.*
- *The flood storage function of floodplains and waterways.*
- *Floodplain areas of environmental significance or of importance to river, wetland or coastal health.*

13.03-1L-Floodplain Management

Strategy

Discourage land use and development in floodplains where flood function may be impaired.

13.05-1S Noise management

Objective

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

Strategy

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

Minimise the impact on human health from noise exposure to occupants of sensitive land uses (residential use, child care centre, school, education centre, residential aged care centre or hospital) near the transport system and other noise emission sources through suitable building siting and design (including orientation and internal layout), urban design and land use separation techniques as appropriate to the land use functions and character of the area.

13.06-1S - Air Quality Management

Objective

To assist the protection and improvement of air quality.

Strategies

Ensure that land use planning and transport infrastructure provision contribute to improved air quality by:

- *Integrating transport and land use planning to improve transport accessibility and connections.*

- *Locating key developments that generate high volumes of trips in the Central City, Metropolitan Activity Centres and Major Activity Centres.*
- *Providing infrastructure for walking, cycling and public transport.*

Ensure, wherever possible, that there is suitable separation between land uses that pose a human health risk or reduce amenity due to air pollutants, and sensitive land uses (residential use, child care centre, school, education centre, residential aged care centre or hospital).

Minimise air pollutant exposure to occupants of sensitive land uses near the transport system through suitable siting, layout and design responses.

13.07-1S– Land Use Compatibility

Objective

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

Strategies

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

13.07-1L-01 - Non-Residential uses in Residential Zones

Objectives

To provide for non-residential uses that serve the needs of the local community.

To support non-residential uses that are compatible with the residential character, scale and amenity of neighbourhoods.

Location strategies

Locate non-residential uses on sites that have access to a road in a Transport Zone.

Discourage non-residential uses from locating on sites in a local access street or lane.

Locate non-residential uses where they will benefit and be convenient to local residents.

Avoid a concentration of non-residential uses where it would:

- *Create a de-facto commercial area.*
- *Isolate residential properties.*
- *Contribute to unplanned expansion of commercial or mixed use zones into surrounding residential land.*

Location policy guidelines

Consider as relevant:

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

Amenity strategies

Protect the amenity of the surrounding area from:

- *Noise, light and odours emitted from the site.*
- *Disturbance associated with the hours of operation.*

Manage the loading and unloading of vehicles to minimise detrimental impacts on residential amenity.

Amenity policy guidelines

Consider as relevant:

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

Design and siting strategies

Facilitate the re-use of buildings originally built for non-residential purposes.

Site and design buildings to respect the siting and layout of adjacent buildings.

Design development to respect the existing neighbourhood character and reflect a residential scale and appearance, particularly with regard to:

- *Building and roof form.*
- *Building height and setback.*
- *Design detail (including façade articulation, verandahs, window and door style and placement).*
- *Building materials.*
- *Colours and finishes.*

Locate air-conditioning, heating and plant equipment to avoid being visible from the public realm and adjoining properties.

Design and siting policy guideline

Consider as relevant:

- *Whether development is consistent with the following objectives / standards:*
 - *Clause 54.03-1 Street setback.*
 - *Clause 54.04-1 Side and rear setbacks.*
 - *Clause 54.04-2 Walls on boundaries.*
 - *Clause 54.04-3 Daylight to existing windows.*
 - *Clause 54.04-4 North facing windows.*
 - *Clause 54.04-5 Overshadowing open space.*

Landscaping strategies

Provide planting on site that maintains the landscape character of the area.

Retain significant trees where practicable.

Set aside the front setback of sites for landscaping.

Provide landscape buffers between adjoining properties and areas used for access and parking on the site.

Landscaping policy guideline

Consider as relevant:

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

Car parking and traffic strategies

Locate car parking areas so they do not dominate the streetscape by locating them at the side or rear of the site.

Support uses where the traffic generated by the use can be accommodated within the surrounding street network.

Support uses that can accommodate parking on site and do not create significant increases in on-street parking demand.

15 - Built Environment and Heritage

15.01- 1S Urban Design

Objective

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

Strategies

Require development to respond to its context in terms of character, cultural identity and heritage, natural features, surrounding landscape and climate.

Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.

Ensure the interface between the private and public realm protects and enhances personal safety.

Ensure development supports public realm amenity and safe access to walking and cycling environments and public transport.

Ensure that the design and location of publicly accessible private spaces, including car parking areas, forecourts and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use.

Ensure that development provides landscaping that supports the amenity, attractiveness and safety of the public realm.

Ensure that development, including signs, minimises detrimental impacts on amenity, on the natural and built environment and on the safety and efficiency of roads.

Promote good urban design along and abutting transport corridors.

15.01-1L-03 – Signs in urban environments

Objectives

To encourage signs to meet the objectives of the City of Greater Geelong Sign Guidelines (February 2024).

Strategies

Encourage signs to meet the strategies of the City of Greater Geelong Sign Guidelines (February 2024).

15.01-2S – Building design

Objective

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

Strategies

Ensure a comprehensive site analysis forms the starting point of the design process and provides the basis for the consideration of height, scale, massing and energy performance of new development.

Ensure development responds and contributes to the strategic and cultural context of its location.

Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.

Improve the energy performance of buildings through siting and design measures that encourage:

- *Passive design responses that minimise the need for heating, cooling and lighting.*
- *On-site renewable energy generation and storage technology.*
- *Use of low embodied energy materials.*

Restrict the provision of reticulated natural gas in new dwelling development.

Ensure the layout and design of development supports resource recovery, including separation, storage and collection of waste, mixed recycling, glass, organics and e-waste.

Encourage use of recycled and reusable materials in building construction and undertake adaptive reuse of buildings, where practical.

Encourage water efficiency and the use of rainwater, stormwater and recycled water.

Minimise stormwater discharge through site layout and landscaping measures that support on-site infiltration and stormwater reuse.

Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.

Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.

Ensure development is designed to protect and enhance valued landmarks, views and vistas.

Ensure development considers and responds to transport movement networks and provides safe access and egress for pedestrians, cyclists and vehicles.

Encourage development to retain existing vegetation.

Ensure development provides landscaping that responds to its site context, enhances the built form, creates safe and attractive spaces and supports cooling and greening of urban areas.

15.01-2L - Environmentally Sustainable Development

Objective

To achieve best practice in environmentally sustainable development from the design stage through to construction and operation.

15.01-5L - Neighbourhood Character

Objective

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

17 – Economic Development

Planning is to provide for a strong and innovative economy, where all sectors are critical to economic prosperity.

Planning is to contribute to the economic wellbeing of the state and foster economic growth by providing land, facilitating decisions and resolving land use conflicts, so that each region may build on its strengths and achieve its economic potential.

17.01-1S – Diversified economy

Objective

To strengthen and diversify the economy.

17.01.1R – Diversified economy – Geelong G21

Strategies

Build on the region's competitive strengths, including tourism and agricultural land resources and economic, social and natural assets.

Support new businesses that provide employment and innovation opportunities in identified employment nodes across the region.

Support industries that utilise skills within the region.

17.01-1L-01 - Diversified Economy - Greater Geelong

Strategies

Support industry development in the following strategic growth sectors:

- *Knowledge, Innovation and Research.*
- *Advanced Manufacturing.*
- *Health.*
- *Tourism.*
- *Small, Micro and Home Based Business.*
- *Food and Horticulture.*

Support the development of seafood and aquaculture industries, particularly in North Geelong, Portarlington and Avalon.

Support the development of food, horticulture and viticulture industries, particularly on the Bellarine Peninsula.

Support the development of aerospace industries within the confines of the Avalon Airport site.

Encourage regional and national scale industrial businesses to locate in the southern part of the Geelong Ring Road Employment Precinct and in the South Western Armstrong Creek Employment Area.

Support the development of a technology/business park in the South Western Armstrong Creek Employment Area.

17.02-1S - Business

Objective

To encourage development that meets the community's needs for retail, entertainment, office and other commercial services.

17.02-2S – Out-of-Centre Development

Objective

To manage out-of-centre development.

Strategies

Discourage proposals for expansion of single use retail, commercial and recreational facilities outside activity centres.

Give preference to locations in or on the border of an activity centre for expansion of single use retail, commercial and recreational facilities.

Discourage large sports and entertainment facilities of metropolitan, state or national significance in out-of-centre locations unless they are on the Principal Public Transport Network and in locations that are highly accessible to their catchment of users.

Ensure that out-of-centre proposals are only considered where the proposed use or development is of net benefit to the community in the region served by the proposal or provides small scale shopping opportunities that meet the needs of local residents and workers in convenient locations.

17.02-2L – Out-of-Centre Development

Strategy

Discourage out-of-centre use or development unless it:

- *Cannot be accommodated within an existing centre identified in the Geelong Retail Centre Hierarchy in Clause 02.03-1.*
- *Will not significantly impact on the character and amenity of the surrounding area.*
- *Will be in a location that will reduce travel times for the community when compared to nearby existing centres with a similar retail offer.*
- *Has good connectivity to the surrounding residential area(s).*
- *Will not result in traffic and safety conflicts between cars, trucks and pedestrians external to the site.*
- *Will result in a net community benefit.*

Response

The planning policies incorporate a range of policies which seek to encourage development that responds to the needs of existing and future communities, established built form, landscape character and local context. Development should not adversely impact on community amenity and human health through noise emissions, by incorporating a range of building design and land use separation techniques appropriate to the land use functions and character of the area.

In addition, relevant state policies at Clause 17 of the Greater Geelong Planning Scheme seek to encourage a diversified economy through supporting new businesses that provide employment.

Relevant policies at Clause 18 of the Planning Scheme seek to create safe and sustainable transport systems and develop an efficient road network.

Specific to this application, relevant policy at clause 13.03-1 seeks to ensure that land use and development is compatible with flood prone land, discourage land use and discourage those land uses and developments that would impair flood function.

In consideration of the floodplain, the Civil Infrastructure Department as the floodplain manager have considered the impacts of this development to the floodplain. Given that they have determined that this will not adversely impact the flood plain, this is not considered to be an issue.

Clause 15.01-5L sets out objectives and strategies relevant to managing the impact of urban change on existing neighbourhoods and ensuring new development responds to the existing neighbourhood character.

Clause 17 relates to Economic Development and Employment and sets out that there is a need to provide for ongoing employment and economic development in the Geelong Region, and to provide a diverse range of appropriately located, well serviced industrial land while meeting the changing needs of industrial developments.

The proposal removes one existing dwelling on site and would largely achieve accessway widths of 4 metres with the exception of the drive-through lane at the drive through area, and the access to the Car Wash. No concerns have been raised by Council's Traffic engineers with regard to accessway widths. It is noted that the submitted Traffic Impact Assessment demonstrates that vehicles, including trucks accessing the site would be able to reasonably navigate the site.

In view of the above, the policies of Clauses 13.05 and 13.07 are most relevant to the assessment of this application, those being the potential for the proposed uses to unreasonably disturb the residential amenity of the area, and the consideration of whether the proposed use is an unreasonably intensive urban activity.

Built Form and Character

As outlined within the site description and surrounds, the subject land is surrounded by General Residential Zone, however, there are a mix of commercial uses of varying scale and intensity. The land fronts a Transport Zone 2 along Cox Road to the south

The maximum building height is the main service station building which includes the ancillary convenience restaurant would have a maximum height of 6.6 metres in this location. The proposed service station building would be single storey and would exhibit external materials and a roof form which both respond directly to the prevailing materials and built forms exhibited within dwellings surrounding this area.

The service station building would be set back approximately 5.5 metres from the western side boundary, reflecting a similar side setback to the existing dwelling to the north of the site.

The proposed Car Wash building would be sited to the northern side of the subject land, set back over 10 metres from the western side boundary and abut the northern (rear) boundary. This building would be relatively small in scale exhibiting a maximum height of 4.6 metres, with an open elevation fronting Nevada Road and a flat roof form.

The combined roof forms, external materials and single-storey scale of the proposed Car Wash would respond to the surrounding built form and established character. Particularly that of the nearby commercial sites within proximity to the subject land.

Furthermore, the separation between buildings and the proposed setbacks and building heights are considered to go some way to responding to the built form character of the GRZ surrounding the site.

Landscaping is proposed around the frontage of the site facing Cox Road and Nevada Avenue, as discussed previously, this landscaping space should be sufficient to assist in softening the appearance of the built form. It is therefore recommended that a condition be included that requires a minimum landscape strip of one (1) metre along these frontages to allow for appropriate landscape plantings.

Whilst the car parking proposed would be clearly visible from the street, it is noted that front facing car parking is prevalent within the immediate surrounds of the proposal. This being the medical centres, the salvation army, and the Community Hub, just to name a few.

In view of the above it is considered that the proposed building design, setback and landscaping opportunities are consistent with the surrounding established character.

Off Site Amenity Impacts

A key issue is the potential for noise emissions from the proposed facility. The application is supported by an Acoustic Assessment Report (Prepared by Marshall Day Acoustics), which has assessed existing environmental noise and established existing ambient noise levels and presents recommended noise controls to mitigate potential off-site amenity impacts.

The acoustic assessment identifies the nearest noise sensitive receivers as the existing dwellings:

Table 1: Nearest residential receptors

Reference	Address	Description
R1	4 Nevada Avenue	Existing single storey residential dwelling
R2	9 Georgia Grove	Existing single storey residential dwelling
R3	40 Cox Road	Existing single storey residential dwelling
R4	37 Cox Road	Existing single storey residential dwelling
R5	48 Cox Road	Existing single storey residential dwelling
R6	1 Nevada Avenue	Existing single storey residential dwelling

The acoustic assessment identifies that in a worst-case scenario, the proposed uses would comply with the relevant Daytime, Evening and Night criteria, providing the following:

Table 12: Daytime period cumulative noise assessment, dB

Item	R1	R2	R3	R4	R5	R6
Fuel delivery, store delivery, unloading, waste collection, L_{Aeq}	53	42	44	43	50	50
Auto carwash and vacuum, L_{Aeq}	34	29	37	34	33	29
Drive through, L_{Aeq}	15	17	22	35	36	17
Mechanical services, L_{Aeq}	35	32	30	33	37	35
Tonality adjustment	+2	+2	+2	+2	+2	+2
Effective noise level	55	44	47	46	53	52
Noise limit, Day, ENL	56	56	56	56	56	56
Complies	✓	✓	✓	✓	✓	✓

Table 13: Evening period cumulative noise assessment, dB ENL

Item	R1	R2	R3	R4	R5	R6
Fuel delivery, store delivery, unloading, L _{Aeq}	41	42	43	43	45	46
Auto carwash and vacuum, L _{Aeq}	34	29	37	34	33	29
Drive through, L _{Aeq}	15	17	22	35	36	17
Mechanical services, L _{Aeq}	35	32	30	33	37	35
Effective noise level	43	42	44	44	46	47
Noise limit, Evening, ENL	50	50	50	50	50	50
Complies	✓	✓	✓	✓	✓	✓

Table 14: Night period cumulative noise assessment, dB ENL

Item	R1	R2	R3	R4	R5	R6
Store delivery, L _{Aeq}	28	33	32	35	32	32
Auto carwash, L _{Aeq}	33	24	20	20	29	27
Drive through, L _{Aeq}	<10	10	15	28	29	10
Mechanical services, L _{Aeq}	35	32	30	33	37	35
Effective noise level	38	36	35	38	39	37
Noise limit, Night, ENL	41	41	41	41	41	41
Complies	✓	✓	✓	✓	✓	✓

The acoustic report concludes that:

The proposed site operations have been demonstrated that relevant design noise limits can be practicably achieved, with the following measures implemented:

- *Noise mitigation features included in the design, as outlined in Section 4.0*
- *Fuel deliveries to only occur during the day and evening periods, Monday to Sunday, 7 am – 10 pm*
- *Waste collection to only occur during the day period, Monday to Saturday, 7 am – 6 pm*
- *Vacuum units to only operate during the day and evening periods, Monday to Sunday, 7 am – 10 pm*
- *Shutter doors to the auto carwash tunnel which automatically remain closed during use*
- *Appropriate managerial controls are implemented such as signage for patrons to consider neighbours and leave the premises as quietly as possible*

The Council's Environmental Health Department have reviewed the application including the submitted acoustic assessment and have advised that no objection is raised to the grant of a permit subject to appropriate conditions.

As previously discussed, the applicant is supportive of a condition to be included that requires a post construction acoustic report be prepared. This is considered to be appropriate and should be included in any planning permit granted.

In regards to odour impacts, as previously discussed within this report, waste will be regularly removed from the site:

- *Waste will be collected from the site 2 times a week by an accredited waste management contractor to minimise the chance of odour generation.*
- *Waste removal will occur within the site where the refuse vehicle will enter the site from Cox Road and exit the site via Nevada Avenue.*
- *The waste management contractors are required to comply with collection schedules and are provided with a detailed site brief that details the approved collection times for each site.*
- *Stock is increasingly delivered to site from the OTR Distribution Centre on a single pick basis and delivered in reusable food grade containers, which will further minimise the amount of waste generated at a site level.*
- *OTR Convenience Supermarkets generate waste predominately taken the form of packaging and expired stock.*
- *General waste is generated in the form of consumer waste such as cups and packaging, coffee grounds; unsold prepared food items and other general waste.*

This could be managed through conditions on any planning permit issued.

There are also concerns regarding fuel odours from the site. The applicant has again encouraged a condition for a 2 stage "vapour recovery" system to be required that directs displaced vapours back into the tank during tank filling and car refuelling.

Visual Impact

The proposed built form (which is akin to a single storey building) would generally be obscured from view from neighbouring dwellings to the north and east.

The proposal would incorporate 2.1 metre high acoustic walls to the northern and eastern boundaries of the site, replacing the existing boundary fencing on the site. This change is not considered unreasonable given that landscaping will be proposed adjacent the site boundaries which will aid in enhancing the appearance of boundary treatments when viewed from the street.

Given the south of the site provides for Cox Road, which is a 30 metre wide main road, there is not considered to be any visual impact to the south.

The main visual impact will be from the existing dwellings to the west of the subject site, however, the appearance of the building and the proposed landscaping along the boundaries will assist in the impact that this boundary will have on the street.

It is recommended that an amended plans condition should be requested on any planning permit granted to increase the landscaping strip along the south and west boundaries to a minimum of 1 metre. A separate landscape plan condition should be provided that requires landscape screening along the north and east boundaries so separate the existing dwellings abutting the sites.

Privacy

Given the proposed boundary acoustic fencing proposed would 2.1 metres in height, the proposal would not impact on the privacy enjoyed by nearby dwellings.

Signage

Clause 15.01-1L-03 – Signs in urban environments requires the proposed signage to be assessed against the objectives and strategies of the City of Greater Geelong Sign Guidelines (February 2024). As the site is within a General Residential Area Category 3 – High Amenity Area objectives, strategies and guidelines apply. The objectives, strategies and guidelines for PAD sites also complies as land is used for a freestanding service station.

The objective of Category 3 under Clause 52.05 – High amenity areas is to protect the character of residential and other high amenity areas. The objective of PAD sites is to encourage signs that respect the character and amenity of the surrounding area and to minimise the number of and size of signs to what is necessary to identify the use and function of the site.

The proposed built form of the service station building is not typical of a residential area and therefore typical signage locations is difficult to comply with. The location of the site adjoining a high volume traffic highway already reduces amenity impacts of other properties adjoining or in close proximity to the road.

The signage strategy encourages the integration of signage into the built form of buildings which is evident within the plans. While strategies within the high amenity areas encourage the consolidation of multiple signs if servicing multiple businesses, for illumination to be controlled and freestanding signs to be avoided if possible.

The signage has been integrated into the built form of the service station building and bowser canopy.

Signage that is to be illuminated will be controlled via permit conditions.

Given the proposed pylon sign does not meet the policy guidelines an amended plans condition will require the height of the sign to be reduced to 7.0m in line with policy requirements.

Environmentally Sustainable Development (ESD)

In response to Clause 15.01-2L, the application is supported by a Sustainable Design Assessment which has been reviewed by the Council's ESD Planning Officer. Council's ESD Planning Officer has advised that some additional details are required to be provided. Conditions have been provided that should be included on any planning permit issued.

Overall, it is considered that the proposed development responds to the relevant planning policies and should be supported.

RELEVANT PARTICULAR PROVISIONS:

The following Particular Provisions are applicable to this application:

CLAUSE 52.05 – SIGNS

- *To regulate the development of land for signs and associated structures.*
- *To ensure signs are compatible with the amenity and visual appearance of an area, including the existing or desired future character.*
- *To ensure signs do not contribute to excessive visual clutter or visual disorder.*
- *To ensure that signs do not cause loss of amenity or adversely affect the natural or built environment or the safety, appearance or efficiency of a road.*

Response

The subject site is located within a General Residential Zone. The zone therefore falls under the requirements for Category 3 within Clause 52.05. Category 3 is for signage within high amenity areas.

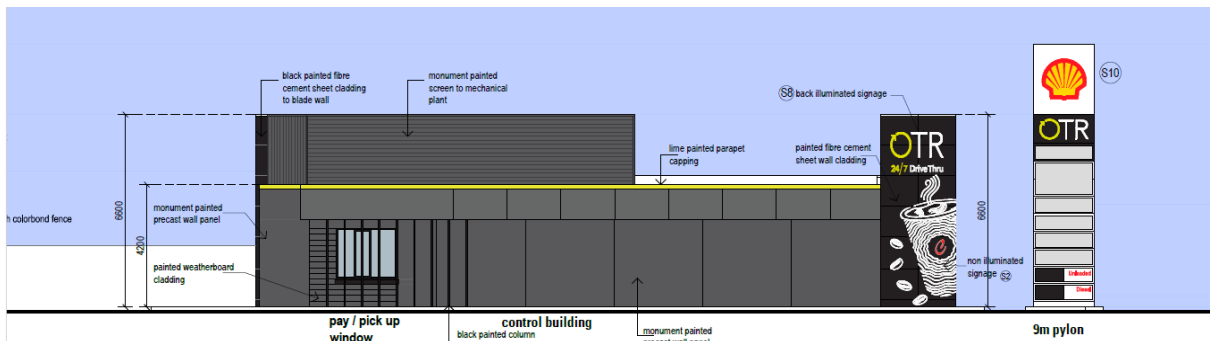
A permit is required for a Business Identification Sign Directional Signs, Electronic Sign, and Internally Illuminated Sign.

The location of the site adjoining a Transport Zone is a key consideration for the type and scale of signage allowed. The application proposes two main signs being the illuminated QTR sign and the Shell pylon sign. Both of these signs front Cox Road being the Transport Zone 2 road.

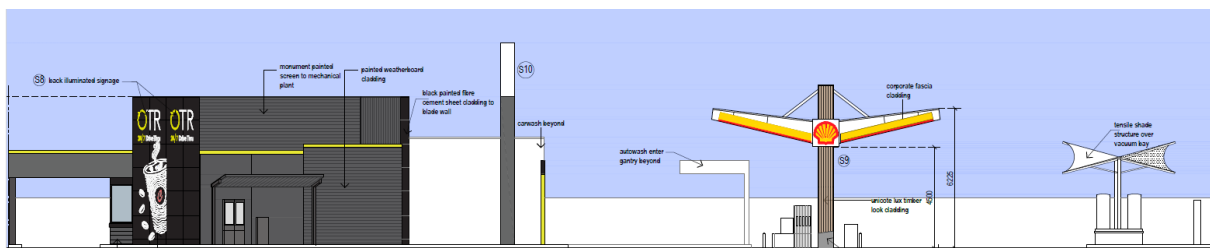
Given the existing context of the site it is considered that these proposed signs will not result in any unreasonable amenity impacts to the character of the area or the amenity of adjoining properties. This will need to be managed through conditions within any planning permit granted.

The advertising signage provided is designed and located to provide appropriate identification to the site.

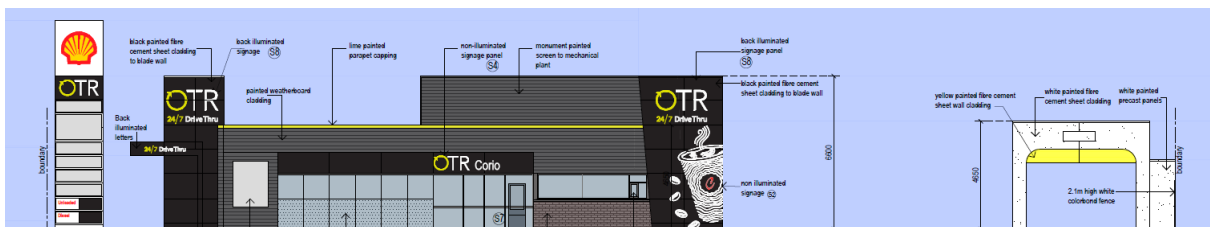
The elevation plans show there is only the two main signs that face towards Nevada Avenue to capture the attention of traffic along Cox Road



With the Shell logo facing towards Cox Road



With the majority of the signs facing internally.



The site will be well landscaped and given the wide frontage of the site the scale of signage is relative to its streetscape frontage. There are no views or vistas to or from the site that the signage will impact upon.

The signage is well proportioned to the size of the building and site it will be located within. The signage will not impact road safety and structures associated with the signage will not impact upon the built form of

the building or streetscape. It is therefore considered the proposed signage has regard to the site and residential context.

CLAUSE 52.06 – CAR PARKING

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

Response

The Planning Scheme does not specify a car parking requirement for a service station use or a car wash use; therefore, car parking must be provided to the satisfaction of the responsible authority.

The 19 car spaces are considered satisfactory.

Design Standard 1 – Accessways	Complies: all accessways are at least 3 metres wide and adequate clearances are provided. The submitted TIA includes swept paths for vehicles including cars, waste collection and fuel tanker trucks. The Swept paths demonstrate convenient access and egress for each vehicle.
Design Standard 2 – Car Parking Spaces	Complies: all parking spaces are designed to meet or exceed minimum dimension of car parking spaces required under Clause 52.06-9.
Design Standard 3 – Gradients	Complies: land is generally flat.
Design Standard 4 – Mechanical Parking	Not Applicable: no mechanical parking proposed.
Design Standard 5 – Urban Design	Complies: car parking and accessways do not visually dominate the proposal and landscaping areas are proposed for screening.
Design Standard 6 – Safety	Complies: adequate surveillance is available, and lighting will be required via conditions on any permit granted.
Design Standard 7 – Landscaping	Complies: adequate landscaping areas are proposed, and suitable water sensitive urban design treatments are incorporated into the proposal.

CLAUSE 52.29 – LAND ADJACENT TO THE PRINCIPAL ROAD NETWORK

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

Response

Given the site proposes to create an access point from a Transport Zone 2, the application is required to be referred to Department of Transport and Planning for their consent.

They have advised that they do not object and have required conditions to be included in any planning permit issued.

Based on this, it is considered that the requirements of this particular provision are met.

Clause 52.34 – BICYCLE FACILITIES

Purpose

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

Response

The Planning Scheme does not specify a bicycle parking requirement for a service station use or a car wash use; therefore, bicycle parking is not required to be provided. It is however, considered that there are sufficient areas for bicycles to be parked onsite if required.

DECISION GUIDELINES OF CLAUSE 65:

CLAUSE 65.01 – APPROVAL OF AN APPLICATION OR PLAN

Clause 65.01 of the Greater Geelong Planning Scheme outlines the decision guidelines to be considered by the Responsible Authority when making decisions on applications. These decision guidelines include:

- The matters set out in Section 60 of the Act.
- The Municipal Planning Strategy and the Planning Policy Framework.
- The purpose of the zone, overlay or other provision.
- Any matter required to be considered in the zone, overlay or other provision.
- The orderly planning of the area.
- The effect on the environment, human health and amenity of the area
- The proximity of the land to any public land.
- Factors likely to cause or contribute to land degradation, salinity or reduce water quality.
- Whether the proposed development is designed to maintain or improve the quality of stormwater within and exiting the site.
- The extent and character of native vegetation and the likelihood of its destruction.
- Whether native vegetation is to be or can be protected, planted or allowed to regenerate.
- The degree of flood, erosion or fire hazard associated with the location of the
- land and the use, development or management of the land so as to minimise any such hazard.
- The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.

Response

The proposal is considered to satisfactorily respond to relevant planning policy, the purposes of the zone and other relevant provisions. The proposal is considered to contribute to orderly planning and is not considered to create any unreasonable impacts on the amenity of the area.

CLOSE OF MEETING

As there was no further business the meeting closed at 7:14pm on Thursday 23 October 2025.

X

Cr Katos
Chair