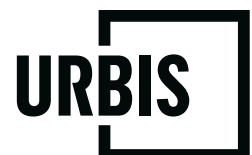




COMMUNITY CONSULTATION SUMMARY REPORT - 1 - 5 MCKENZIE STREET, BELMONT

Prepared for
HCA
12 November 2021



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Project Code P0026218

Report Number Consultation Report

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EXECUTIVE SUMMARY

The purpose of this report is to provide a summary of the consultation that has been undertaken associated with the proposal. The report forms a requirement of Clause 52.20-4 which states:

“Before the use or development commences:

- *Public consultation, and consultation with the relevant municipal council, must be undertaken.*
- *A report that summarises the consultation undertaken, feedback received, and explains how the feedback has been considered and responded to must be prepared to the satisfaction of the responsible authority.*

The requirements of clause 52.20-4 must be undertaken to the satisfaction of the responsible authority and may be varied or waived by the responsible authority.”

This project has had the benefit of undertaking community consultation through Greater Geelong Planning Permit application PP-12253-2020, which was the subject of a 3-week public notice process.

During the community consultation process, the following key stakeholders were consulted:

- Local Council and its relevant officers across a range of departments; and
- Local Community within 50m radius

As a result of this process, critical feedback and commentary has been received from both Council and its local community. It is noted that the manner in which public notice was undertaken through the Greater Geelong Council process meets the requirements of Homes Victoria's Consultation Guidelines July 2021.

The proposal was not required to be referred to any other external service provider.

Housing Choices Australia have been engaging with Council since August 2020, and their feedback has resulted in direct changes.

The majority of feedback received from the local community generally provided feedback relating to amenity impacts (including overlooking, visual bulk, overshadowing), car parking and traffic, and neighbourhood character. The HCA team has endeavoured to respond to all of this feedback, as best as practical.

This included incorporating the following changes:

- Provision of obscure screening to selected east and south facing windows to 1.7m above floor level. Screening to east facing balconies
- Addition of varied materiality to east end elevations of both buildings
- Modifications to Energy Rating assessment, landscape and architectural plans to address Council internal referral comments

Not all feedback was capable of being addressed and this report outlines the feedback received from the local community and Council, during the public notification process and identifies where the feedback has resulted in direct or indirect changes.

In summary, consultation forms a requirement of Clause 52.20-4. Clause 52.20-4 also requires that a summary be provided documenting this process.

Consultation was undertaken through the 3-week public notification process through City of Greater Geelong (Council).

This report summarises those findings and has been prepared to satisfy the requirement of Clause 52.20-4.

1. INTRODUCTION

This report describes the consultation undertaken in relation to the proposed redevelopment of No.1-5 McKenzie Street, Belmont with a two storey development comprising 29 dwellings.

1.1. PROJECT OVERVIEW

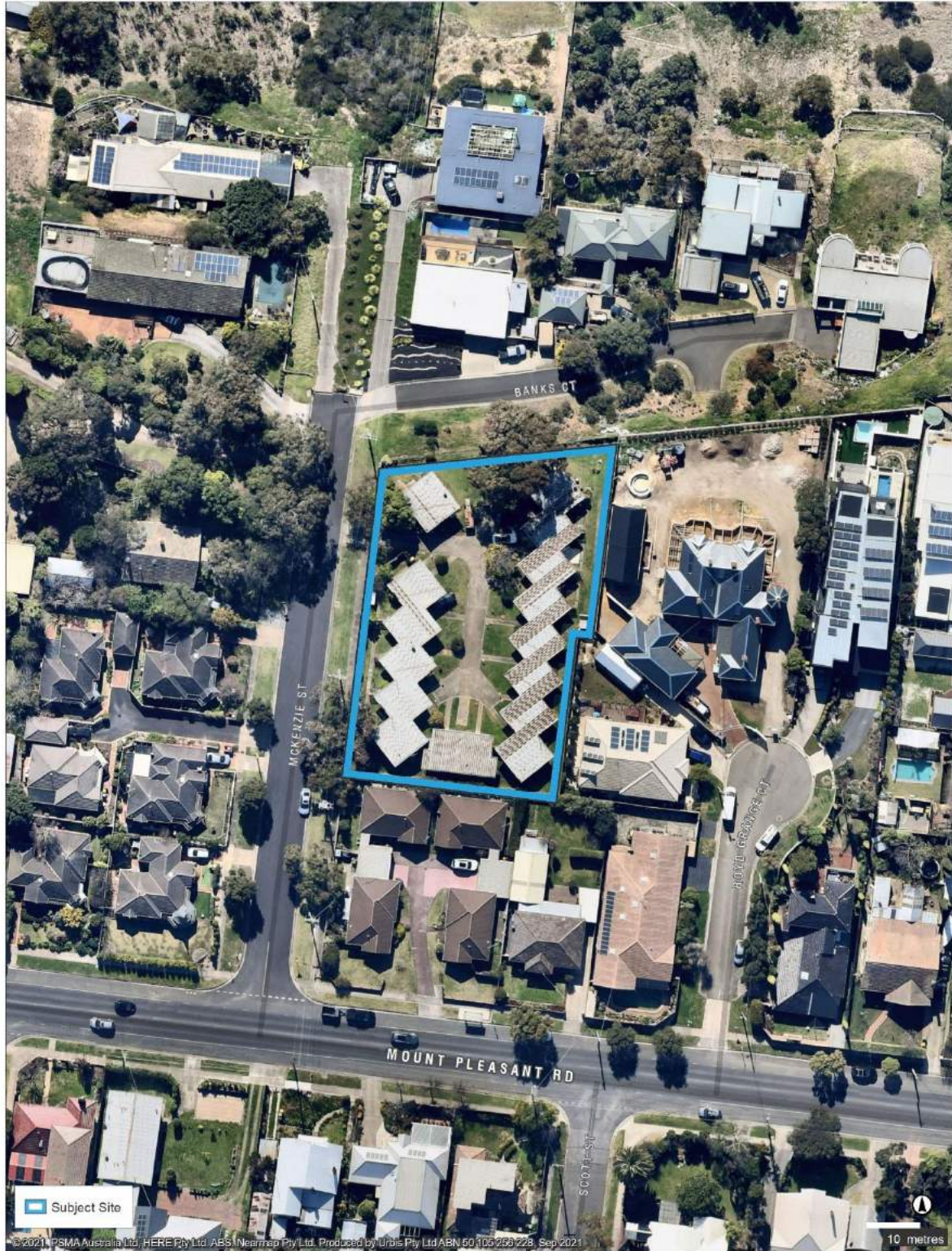
The site is located on the corner of Banks Court and McKenzie Street in Belmont and comprises 16 existing single storey social housing dwellings. Surrounding land is residential in nature with a mix of one and two storey dwellings including single dwellings and villa units

The site location and context is shown in the aerial photograph at **Figure 1**.

The project comprises redevelopment of the existing social housing site with 29 new dwellings in two, two storey buildings and 13 car parking spaces accessed from McKenzie Street. The proposed design response is shown in **Figure 2**.



Figure 2: Site Plan Showing Proposed Development and Surrounding Context



URBIS **1-5 MCKENZIE STREET, BELMONT**
SITE LOCATION

Figure 1: Aerial Photograph/ Site Location

The proposal is the subject of Planning Permit Application PP-1253-2020 which was submitted to the City of Greater Geelong on 30 October, 2020. The application was the subject of public notice in February 2021 and was subsequently placed on hold pending the determination of the 'Big Housing Build Rapid Grants Funding Round'.

Following successful funding under the Rapid Grants Round of Victoria's Big Housing Build it has been determined to seek approval for the development under **Clause 52.20** from the Minister for Energy Environment and Climate Change. The proposal is substantially the same as the permit application made to Greater Geelong that was the subject of public notice.

1.2. ABOUT THIS REPORT

Consultation has been undertaken to meet **Clause 52.20-4** of the Greater Geelong Planning Scheme which requires:

'Before the use or development commences:

- *Public consultation, and consultation with the relevant municipal council, must be undertaken.*
- *A report that summarises the consultation undertaken, feedback received, and explains how the feedback has been considered and responded to must be prepared to the satisfaction of the responsible authority.*

The requirements of clause 52.20-4 must be undertaken to the satisfaction of the responsible authority and may be varied or waived by the responsible authority.'

This report summarises the consultation process undertaken with:

- Greater Geelong Council
- Service Providers
- Community

Additionally, the report summarises the feedback received and the relevant project response as appropriate.

It is noted that the actions undertaken by the Applicant, by virtue of the existing Planning Permit Application PP-1253-2020, meet the requirements of Homes Victoria's Consultation Guidelines.

1.3. SUMMARY OF FINDINGS AND ACTIONS TAKEN

Following the public notification period and submissions received, a number of minor modifications have been made to the proposal. These include:

- Provision of obscure screening to selected east and south facing windows to 1.7m above floor level.
- Addition of varied materiality to east end elevations of both buildings.
- Modifications to Energy Rating report, landscape response and architectural plans in response to Council's internal referral comments.

Additionally in relation to detailed project planning the plans include the following modifications:

- Minor change to setbacks from west (street) boundary to respond to detailed site planning.

Given that the application proposes to alter this application pathway to Clause 52.20, correspondence has been issued to all submitters who objected to the application advising them that their feedback will be passed to the Responsible Authority (Minister for Energy, Environment and Climate Change). A copy of this letter can be found at Appendix E. This correspondence included contact details for any further queries or feedback.

It is intended that planning application PP-1253-2020 will be withdrawn on the securing of the relevant planning approval under **Clause 52.20** of the Greater Geelong Planning Scheme from the Minister for Energy, Environment and Climate Change.

2. COMMUNITY CONSULTATION APPROACH

Consultation with the community and service authorities for this application has been undertaken in two main components.

1. Consultation with Greater Geelong Council
2. Consultation with the local community

2.1. GREATER GEELONG COUNCIL

Consultation with Council in relation to this process has been undertaken in three distinctive steps:

1. Pre-application meeting
2. Consultation with Council planning officers through the existing Planning permit application process
3. Engaging with the relevant internal departments of Council responsible for servicing the local area

The comments provided by Council at each corresponding phase is outlined and commented on in Section 3.

Housing Choices Australia were notified mid-2021, that it had been successful in securing funding under the Big Housing Build, and thus potentially eligible to be assessed under Clause 52.20.

Consequently and in accordance with the Department of Environment Land Water and Planning's recommendations for existing applications seeking to switch Clause 52.20 pathway, Housing Choices Australia have given written notice of this change to City of Greater Geelong Council Planning Officers, Mayor, Councillors and residents who provided submissions and objections to this proposal as mentioned above. These letters are attached at Appendix B and E.

2.2. OVGA CONSULTATION

Consultation with the OVGA is not required by Homes Victoria's consultation guidelines as the development is less than 30 dwellings.

2.3. COMMUNITY CONSULTATION

Consultation was undertaken with the existing resident community of 1-5 McKenzie Street prior to the submission of the planning permit application.

Community consultation was undertaken in relation to the proposal primarily as part of Planning Permit Application PP-1253-2020 as well as follow up consultation in relation to the application under **Clause 52.20**. A summary of this consultation is described below.

2.3.1. Consultation with Existing Residents 1 – 5 McKenzie Street

Prior to the lodging of the permit application Housing Choices Australia undertook consultation with the existing residents of the facility on 18 December 2020. A total of 19 residents attended the information session which included information on the proposed development, Housing Choices Australia and contacts for support for relocation.

At the present date only one resident remains at the subject site. All other residents have been successfully relocated to alternative housing.

2.3.2. Consultation as Part of Planning Permit Application PP-1253-2020

Consultation was undertaken with the community through provision of ordinary notice to the surrounding owners and occupiers as part of Planning Permit Application PP-1253-2020. A copy of the public notice and covering letter is included at **Appendix A**.

Public notification was undertaken in February 2021 by way of two signs installed on site by HCA between 12 February 2021 and 4 March 2021 (21 days).

Notices were sent by Geelong City Council to the owners and occupiers of 23 properties as per the below map (selected by Council). The map of notified properties is include at **Figure 3**.

The extent of public notification is typically within 50 – 60 metres of the subject site, including;

- All immediately adjoining properties;
- All properties in Banks Court
- All properties in McKenzie Street

The extent of notification is appropriate to a two storey development, with both McKenzie Street and Banks Court terminating in court bowl formation.

The documentation available for viewing as part of the notification period included the full suite of planning application material described at 2.1.2.

In response to the public notice period a total of 10 submissions and one petition comprising 42 signatures was received. Copies of submissions and the petition are included **Appendix B**. A further submission was provided on 27 September 2021 and is also included at **Appendix H**. A detailed response to the feedback received and whether this feedback led to any design changes can be found in Section 3.

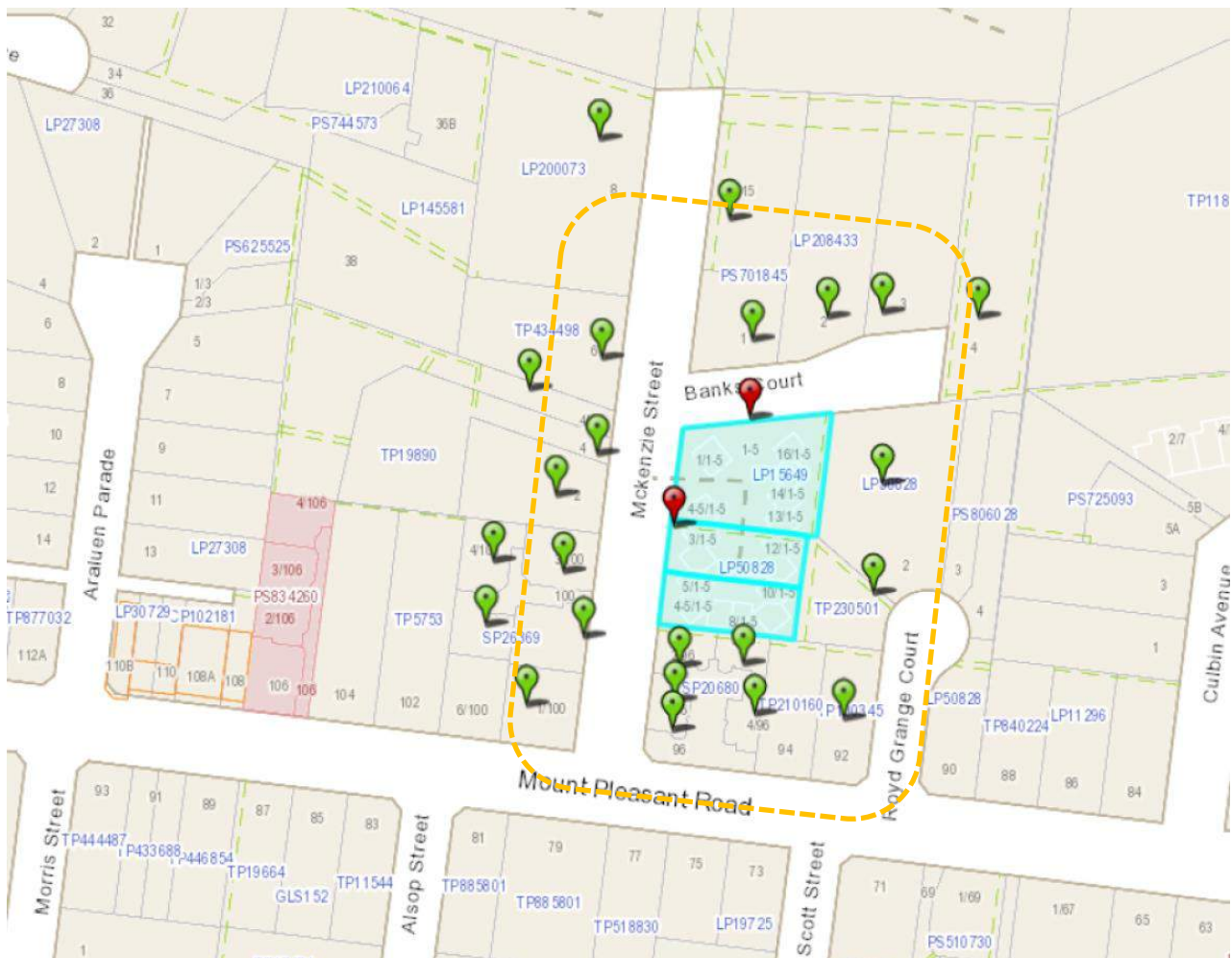


Figure 3: Map of Properties provided with notification of Planning Permit Application PP-1253-2020 (indicative 50m radius from site shown in orange dash).

3. CONSULTATION FEEDBACK AND RESPONSE

3.1. GREATER GEELONG COUNCIL

As mentioned above, Consultation with Greater Geelong was undertaken in three distinctive stages:

1. Pre-application meeting
2. Consultation with Council planning officers through the existing Planning permit application process
3. Engaging with the relevant internal departments of Council

3.1.1. Feedback from Pre Application Meeting

A summary of feedback received from the pre application meeting with Council on 14 August 2020 is included in the following table:

Table 1 Summary of Council pre-application meeting feedback and Project Response

Council feedback	Design Change / Response
Urban Design	
GRZ2 encourages respect of the neighbourhood character of the area and encourages a diversity of housing types and housing growth in locations offering good access to services and transport.	The proposal appropriately balances respect for neighbourhood character with delivery of increased housing diversity and incremental growth in an area that offers good access to services and transport. This comment from Council is noted and led to no direct change.
Landscaping and private open space (POS) requirements won't be met and where there is a shortfall in POS, high quality communal open space recommended to be incorporated.	The landscaping and POS requirements of GRZ2 are discretionary and suited to single dwelling developments rather than the multi-dwelling typology. High quality communal open space will be provided, with over 200 square metres in a central area. This comment is noted - however, at the time of this feedback being provided the provisions of Clause 52.20 did not exist. Given the project is eligible to be considered under Clause 52.20 - the project complies with the requirements of Clause 52.20. As such, no direct change was needed.
Recommend parking area on eastern side of site turned into communal open space, shifting car parking to the southern boundary of the site. Central pedestrian walkway could be retained. Recommend turning the north-east building to overlook the communal open space and generally improve internal integration within the development.	The parking area on the eastern side of the site was relocated to the southern boundary of the site as recommended. The central walkway was retained and the buildings provided with outlooks to the communal open space on the eastern side of the site as practically possible
The proposed development on the northern boundary of the site sits	The treatment of the northern building elevation improved to include breaks in mass through balcony design. Canopy trees

Council feedback	Design Change / Response
perched and visible from the surrounding area. Significant landscaping on this northern boundary will help to reduce the visual dominance of the development.	would be proposed for the northern building setback to provide significant landscaping that would deliver natural screening and soften the appearance of the built form
The bins/services/store is immediately adjacent to the main entry walkway and this is not ideal.	The bin store would be relocated away from the main entry walkway
No windows fronting McKenzie Street.	Windows and balconies redesigned with frontage to McKenzie street, noting a balance sought to be achieved between activation and public surveillance, and the future residents right to privacy
ESD	
NatHERS ratings: 7 stars or higher, with reports/preliminary modelling to prove its possible	The developer is committed to achieving best practice in BESS, with an initial commitment to achieving at least a 6.5 star average rating for thermal energy efficiency.
Solar PV systems, at least 2.5 kW in size	The development proposes a minimum 10kW solar PV system
Double glazing	Double glazing is not mandatory and glazing will be specified to have at least 60% VLT for indoor environmental quality
Cross ventilation	The development proposes 75% of the units can be naturally ventilated via cross flow ventilation
Adjustable shading for all windows to east and west facing habitable rooms	The development will ensure habitable rooms have adequate access to daylight and meet best practice for indoor environmental quality
Maximise the number of living areas which are north-facing and ensure that all north-facing windows have appropriate shading	No south facing units are proposed and shading will be incorporated into the architecture
The Applicant will also need to submit a BESS report and achieve 50% overall	The Sustainability Management Plan indicates a BESS score of 64% which exceeds the 50%
Applicant will also need to provide a STORM report or MUSIC model, to 'pass' the Water and Stormwater categories in BESS, it is likely that all toilets will need to be connected to rainwater tanks for flushing	The STORM report for the development indicates a rating of 135% and confirms toilets will be connected to rainwater tanks for flushing

Council feedback	Design Change / Response
Traffic / engineering	
Detention will be required for the difference in impervious areas	Requirement for detention can be accommodated as necessary during detailed design
Question around how the car parking will be managed – will it be allocated to a particular unit	Housing Choices Australia confirmed their Tenancy Management Team will allocate carparks to residents based on a needs assessment. This is further discussed in the submitted Operational Statement.
Driveway access to car park required to be 5.5 metres wide, vehicle crossing to be 5.5 metres wide and centred on the driveway	Vehicle entrance and accessway designed to allow two way vehicle movements. Driveway and access width of 4.8 metres proposed in part to protect the street tree and is considered appropriate from a traffic engineering standpoint
Pedestrian path alongside driveway to be separated from driveway	Central pedestrian walkway separated from carpark
Redundant vehicle crossing will need to be removed	Note on drawing to confirm existing crossing to be removed
Strategic Planning	
Recommend providing outdoor communal space/veggie garden/green spaces for residents, landscape design should include a number of canopy trees.	Communal outdoor space including communal garden proposed. A number of canopy trees provided and an increase in garden area from approximately 36% to 39% as a result of pre-application feedback changes
Ground floor units could provide universal design principles	Housing Choices Australia aim for Liveable Housing Australia 'Silver Level' performance. Ground floor units include universal design principles including hobless showers
Waste	
For 29 units 58 metres of frontage to present this many bins would be expected. Sharing of bins is problematic and there is less contamination with individual bins	Bins are proposed to be collected by a private contractor from the on site storage room and transferred to McKenzie Street for loading into a waiting waste truck, with emptied bins to be immediately returned to the bin store room
4 bin system required and need to show where bins will be stored	Four waste streams provided for, with bins to be stored in the on-site store room

Revised plans were submitted to Council on 17 September 2020 showing a revised site layout to locate car parking to the south and provide a large communal open space area (amongst other things). In this submission it was proposed that two replacement trees be provided along McKenzie Street.

A summary of feedback received from Council in response to the 17 September 2020 submission is included in the following table:

Table 2 Summary of ongoing Council feedback and Project Response

Council feedback	Design Change / Response
Parks accept the removal of the middle tree subject to condition that the applicant must pay the costs of the removal and for the required amount of offset plantings.	This would only be workable if a crossover and accessway of width 4.8 metres was supported (so as to not impact on other street trees). An accessway width of 4.8 metres was proposed and subsequently supported by Council
Traffic engineer would need to know the width of the parking isle before deciding the width of the vehicle crossover.	The accessway width of 4.8 metres was detailed in an impending permit application. Ultimately the traffic engineer provided an email on 1 April 2021 that the 4.8 metre widths were acceptable
The existing junction pit (drainage) is affected and could be converted to a grated pit.	No change needed
It is up to management to allocate car spaces. If low car ownership, this would be done a needs basis. The car park would need to be signed as a 'private car park'.	<p>Housing Choices Australia confirmed their Tenancy Management Team will allocate carparks to residents based on a needs assessment.</p> <p>This comment is acknowledged and it is noted that Housing Choices Australia often select tenants from the Victorian Housing Register which often allows tenants to identify where they require a car park during the time of their tenure within the dwelling.</p> <p>As such, it is confirmed that tenants intended to housed on site are to be of low-car ownership and will be done on an as-needs basis.</p> <p>This firmly regulated by Housing Choices Australia's Tenancy Management team, and a process that is assured through the Housing Choices Australia's obligations to the Victorian Housing Register.</p> <p>Furthemore, HCA raised no concern with signing the project to be private car park.</p>
The disabled car spaces must be designed in accordance with AS/NZS 2890.6:2009. Concern about proposed column next to one of the spaces, this area must be kept clear.	Disabled car space moved to southern side of car park and kept clear of structure to be compliance with the relevant AS/NZS
The main footpath is separated from the car park so not an issue anymore.	No change needed

Following this consultation with Greater Geelong Council a planning permit application (based on the revised 17 September 2020 plans) was lodged on 30 October 2020.

3.1.2. Feedback from Planning Permit Application

A summary of comments received from Council's internal referrals in response to Planning Permit Application PP-1253-2020 is included in the following table:

Table 3: Summary of Council Referral Response and Project Response

Internal Referral Response	Project Response / Design Change
Engineering	
Recommendation – supportive.	Comment noted. Feedback from Council's traffic engineer prior to lodgement advised that it is up to the management to allocate car spaces.
Ensure site stormwater discharge is not increased.	Project engineer confirmed that no net increase is proposed.
Vehicle crossing in accordance with Greater Geelong Standards 5.5 metres.	Modified on revised plan.
Necessary to apply to build over easement.	Prior to commencement of site works, need to demonstrate that works over the easement (new footpath and landscaping) will not impact existing assets.
Driveway to be 5.5 metre and centred.	4.8 metres wide was confirmed as appropriate by One Mile Grid (project consultant) and subsequently agreed in email by Council's engineers.
ESD	
Note plans to show water tanks	Water tanks have been marked on revised plans.
Note toilets should be connected to rainwater tanks	Note has been added to revised plans.
Clarify if rain gardens are lined or unlined.	Landscape Architect (SELA) & Civil Engineer (Brogue) confirmed that raingarden should be unlined. Geotechnical investigations have been completed and design and development is underway to confirm the approach.
Note to state that 6.5 NatHERS will be achieved.	ESD report updated and note added to revised plans to confirm that 5 star GreenStar and 7 star NatHERS can be achieved to meet Big Housing Build requirements..
Cooling loads cannot exceed 22MJ/m ²	Urban Digestor has updated ESD report to complete preliminary energy ratings which meet cooling load requirements.
Calculate and nominate illumination power density	Urban Digestor has updated ESD report to nominate illumination power density.
Balcony taps to be marked on plans	Note added to revised plans.
Strategic Planning	

Internal Referral Response	Project Response / Design Change
Consider use of 'residential village' definition to address private open space requirements in Clause 55 schedule.	It was not considered necessary to utilise the 'residential village' definition. The variation to the open space standards is adequately justified in the Planning Report. High levels of quality communal open space are provided for residents.
Clarify use of outdoor communal space	Outdoor communal space is designed as a shared garden for all residents. It includes a small gathering space at the entry to the buildings, a garden with seating to the east and a vegetable plots in the south east corner, all for shared use by residents
Add canopy trees	15 large canopy trees are included in the proposed landscape plan – refer drawing LC01. This is considered an appropriate level of vegetation for the site. Refer to planning report assessment.
Universal design principles for ground level dwellings.	The design adopts Living Housing Australia 'Silver Level Standard' for dwelling demonstrating flexible accessibility and adaptability.
The development meets housing policy to support ageing in place, more diverse housing and more affordable and sustainable development.	Noted.
Provide electric charging for cars	Electric car charging station is included (space 02 on drawing A101), KN to add a zone for secure bike parking on drawing
Urban Design	
Provide 6 bike parking spaces.	Space will be available in the community room for resident bicycle storage if required. Six visitor bicycle parks are located within the communal area. A Green Travel Plan has been prepared by One Mile Grid in support of the application.
Dwelling size/ apartment layout	Minor comments were raised in relation to the size of kitchen and living areas. Apartments have been designed based on Housing Choices Australia experience with existing dwellings and buildings. Circulation paths have been designed in dwellings to consider the placement of furniture. Minor variations to the dwelling standard requirements of living rooms are proposed as addressed in the planning report. It is noted that the design achieves Liveable Housing Australia 'Silver Level' performance. No change proposed.
Parks Department	
Proposal supported by Parks planning.	Noted.

Internal Referral Response	Project Response / Design Change
Level 5 arborist requirement	Our consultant (Let's Talk About Trees) has confirmed that Level 5 Arborist is always required under AS 4970-2009
Report notes tree 16 for retention but it requires removal to facilitate crossover.	Let's Talk About Trees has updated arboricultural report to note Tree 16 for removal.
Further detail required on 'pruning' of Council trees 1, 15, 16, 17..	Let's Talk About Trees has updated arboricultural report to clarify where pruning is required and confirmed on site with Council.
Tree management plan in arborist report to be updated – to include plan of protective fencing for trees	Let's Talk About Trees has updated arboricultural report to include a plan for protective fencing for trees to be retained.
Tree removal to be offset in accordance with Councils Tree Management Policy.	Council Parks Planning officers to be contacted to confirm removal process and cost prior to removal of trees.
Waste	
Sharing of bins is discouraged and inadequate frontage is provided for bin placement.	Bins will be managed by private contractor and have been designed for this purpose. Management will be overseen by Housing Choices Australia.
Section 173 requirement and payment of residential waste charge	In response to queries regarding this requirement, Council subsequently confirmed that it was not required. .

In addition to the referral commentary received, additional feedback was informally received by Council relating to traffic engineering that came after the internal referrals and is summarised in the following table:

Table 4 Summary of traffic feedback and Project Response

Traffic feedback	Project Response / Design Change
Ground Floor Plan fails to show the line of the kerb and the existing Junction Pit (JP) that is located approximately central to the vehicle crossing.	Plans updated to show the kerb line
There is a redundant vehicle crossing that will have to be removed and reinstated to kerb & channel and grassed nature strip – a note to be provided on the plans.	Note added to the plans to confirm existing crossover to be removed
Concern about steepness of nature strip causing an excessive change in grade at the kerb, i.e. > 12.5 %. Applicant to provide additional information about the grade of the vehicle crossings infill so an assessment can be made about the suitability of the change in grade	The enclosed memo prepared by One Mile Grid (project traffic engineer) contains a crossover design assessment. It notes the proposed crossover should be designed in accordance with City of Greater Geelong Design Note 4. The crossover should be provided with 600mm splays on both sides and provided with no less than a one metre offset from the property boundary. The

Traffic feedback	Project Response / Design Change
	<p>crossover should be design with a grade of no steeper than 1:10 and with transitions of no greater than 12.5%.</p> <p>It is expected that the proposed location of the crossover and the existing levels will comfortably allow the crossover to be constructed in accordance with the above and therefore is considered acceptable (no change required)</p>
<p>The parking aisle width of 4.8 m has 3.2 m wide parking spaces to compensate for that width and is acceptable for a residential only use</p>	<p>No change required</p>
<p>The applicant must explain if all residents with a vehicle will have access to a remote control device to open/close the gate. If a satisfactory explanation can be provided, the current setback of the gate may be acceptable. The design specifications of the sliding gate should be provided and form part of the endorsed plans.</p>	<p>The applicant has confirmed residents with a vehicle will have access to a remote control device to open/close the gate. The gate design is detailed on the architectural drawings</p>
<p>Notes the applicant indicates it will be operated as accommodation for the aged and infirm, however the description does not specifically allude to this. Query the mechanism that can be put in place to ensure this type of accommodation remains if the site is sold, the risk being it could be used as a typical multi-unit development which will not have adequate car parking.</p>	<p>HCA's business model is anchored by principles of asset growth and asset retention, with robust financial modelling ensuring the ongoing operational viability of developments well past the twenty-year obligations of the funding deed. It is customary for HCA to model for forty years of operations.</p> <p>In accordance with the funding deed arrangements signed between Homes Victoria and Housing Choices Australia - the Director of Housing is permitted to register a caveat on the property title, owing to the Director of Housing's financial role in this particular project. In this context, no unauthorized subdivision nor the sale of accommodations can be permitted without the Director of Housing's permission.</p> <p>This coupled with the HCA management model as a register housing provider and not-for-profit services as the legal mechanisms to prevent unauthorised disposal of land.</p>

3.2. SERVICE PROVIDER FEEDBACK

As noted above the application was not required to be referred to any external agencies.

3.3. COMMUNITY CONSULTATION FEEDBACK

A summary of comments received and response to community submissions received in response to the permit application (including modifications where possible) is included in the following table.

Table 5: Summary of Community Response to Proposed Development and Project Response

Community Response	Project Response	Design Change
Amenity Impacts		
Increased noise from residents.	Noise will be of a domestic nature and is suitable to its context and is no different to any conventional noises that would be experience within the residential hinterland. Any excessive noises can be referred to the relevant authorities, which is no different to any other residential suburb.	No change proposed.
Reduced setback to east boundary.	Detailed consideration of the variation sought to the east boundary side setback is included in the submitted Planning Report.	No further change to setbacks is proposed.
Appearance/ bulk of brick east elevations.	Variation has been added to the brick eastern elevations of each building to include two tone brickwork.	Variation to eastern elevation materiality - Revisions are noted on the plans submitted with the application.
Overlooking over McKenzie Street	Overlooking to the opposite side of McKenzie Street is beyond 9 metres (over 19 metres to property boundary) and is not considered unreasonable.	No change proposed.
Overlooking to 2 Banks Court	Overlooking to the opposite side of Banks Court is beyond 9 metres (over 16 metres to property boundary)and is not considered unreasonable.	No change proposed.
Overlooking to South	Reeded or obscure glass has been shown to the first floor south facing bedroom and kitchen windows of Dwellings S11 and S05. Other south facing windows are limited, and more than 9 metres from the site boundary. The overlooking requirements of Clause 52.20 have been met as addressed in the Planning Report.	Obscure glass to south facing upper floor levels as shown on plans
Overlooking to East - 2 Royd Grange Court	East facing windows of Apartment S10 have sill heights of 1.7 metres above the floor level.	Balcony screening as detailed in

Community Response	Project Response	Design Change
	<p>The east facing balcony of Apartment S.11 includes screening in compliance with overlooking requirements.</p> <p>The overlooking requirements of Clause 52.20 have been met as addressed in the Planning Report.</p>	architectural drawings
Overlooking to east – 1 Royd Grange Court	A large outbuilding has recently been constructed on the east boundary of No. 1 Royd Grange Court, adjoining the development. The location of the outbuilding will limit views within 9 metres windows in the first floor of the development.	No change proposed.
Shadow Impact to 1 Royd Grange Court	<p>Shadows to the adjoining property to the east are limited to late afternoon and will affect only a small portion of the private open space of dwellings to the east because of the setbacks to the proposed development. Shadow cast to the existing solar panels is noted to occur after 3pm on September 22 analysis and on balance is not considered unreasonable.</p> <p>The shadow impact is within the requirements of Clause 52.20 as addressed in the Planning Report.</p>	No change proposed.
Planting of trees on south boundary – loss of light to 96 Mt Pleasant Road.	Landscaping along the south boundary will be in the form of low plants and climbers, with trees spaced out at the edges of the site and one within the centre. The overall impact on shadowing to the south is expected to be limited.	No change proposed.
Car Parking and Traffic		
Increased waste removal	Waste removal will be undertaken in accordance with standard Council guidelines and was considered acceptable by Council's engineers.	No change proposed.
Concern with inadequate parking provision/waiver.	<p>Parking provision has been made at a rate appropriate to the likely future cohort on advice of Housing Choices Australia and in consultation with One Mile Grid Traffic Engineers. A Green Travel Plan has been prepared to support management of the site and residents.</p> <p>Housing Choices Australia's Tenancy Management Team will allocate carparks to residents based on a needs assessment.</p>	No change proposed.
Traffic associated with cars, access and emergency services.	Traffic associated with the development will remain well within the suitable limits of McKenzie Street and is expected to have a limited amenity impact given the overall low number of dwellings proposed and the availability of suitable street access.	No change proposed.
Neighbourhood Character/ Architecture		

Community Response	Project Response	Design Change
Concern with removal of street tree and provision of 15 (not 29) canopy trees on site.	<p>Removal of the street tree will be offset by replacement of two new trees. A total 15 canopy trees are proposed across the site providing a landscaped setting.</p> <p>A landscape plan has been prepared by Simon Ellis Landscape Architect.</p>	No change proposed.
Two storey buildings are out of character.	There are already a number of two storey contemporary dwellings in the surrounding area. The height requirements of the NRZ8 are observed.	No change is proposed to the building height.
Increase in site density from 16 to 29 units. Does not fit with 'incremental change' character.	<p>Site density is not a relevant consideration and is not a requirement of Clause 52.20, nor any other planning provisions (if they were applicable).</p> <p>Consideration has been given to ensuring the proposal:</p> <ul style="list-style-type: none"> ▪ Responds to its site context and surrounding character. ▪ Does not unreasonably impact the amenity of the surrounding area. ▪ Provides a high level of amenity for future residents. ▪ Meets the residential standards of Clause 52.22 or provides acceptable variation. 	No change is proposed.
Other Comments		
Breach of Trust Deed	The trust deed states that residents must be ' <i>aged, deserving or infirm persons of either sex (relief or assistance for whom shall be charitable...)</i> '. This does not specify exclusively elderly residents. An application will be made shortly to the Supreme Court to alter or remove the Trust Deed because of its administrative complexities. It is intended that the future residents will remain predominantly aged, and within the intent of the Trust Deed.	No change proposed.
Lack of provision for electric scooters, maxi taxi parking and wheelchair accessible bathrooms.	The ground level community room/ store would be capable of storing electric scooters. Apartments have been designed to 'Silver Standard' level accessibility and meet the requirements of Clause 52.20 as addressed in the Planning Report and report of Urban Digester.	No change proposed.

Community Response	Project Response	Design Change
Amenity for residents due to apartment size.	As noted above.	No change proposed.
Lack of space for pets.	Allowance and rules for pets on site is a matter assessed by Housing Choices Australia as well as governed by the rules of the Residential Tenancies Act.	No change proposed.
Views from 1 Royd Grange Court will be impacted.	Impact on views is not a relevant planning consideration as no individual landowner holds legal rights to "views." Expansive and open views will remain from the dwelling at NO. 1 Royd Grange Court.	No change proposed.
Construction Impacts and noise.	A Construction Management Plan will be put in place. Disruption from construction is not a valid planning concern.	No change proposed.
Social housing / crime/ resident behaviour/ lack of site supervision/ lowering property values.	This is not a valid planning concern. Tenants will be selected for the suitability and housing needs and will managed by Housing Choices Australia. Victoria Police are the relevant contact for any concerns in relation to crime.	No change proposed.
Lack of undercover area for communal garden area.	Individual balconies are provided with eaves and shelter. A communal resident room is included on site.	No change proposed.

4. SUMMARY OF CONSULTATION

In summary, the proposal has undertaken consultation with relevant stakeholders which accords with the requirements of the Homes Victoria Consultation Guidelines July 2021. In particular:

- The community was consulted during the period 12 February 2021 to 4 March 2021 through direct mail out to the owner and occupiers within 50-60m of the property. Council undertook this mailout on behalf of HCA;
- During the period 12 February 2021 to 4 March 2021, all reports and plans were made available online, also assisted by Council;
- Greater Geelong Council officers have been consulted culminating in detailed feedback which has directly influenced the design itself;
- The application was not required to be reviewed by the OVGA or external service providers; and
- Feedback raised by community has been documented in detail and responded to directly.

It is noted that not all feedback received resulted in design changes (as documented within the body of this report), however, this proposal exhibits high quality design and has sought to balance all differing views between stakeholders so that the project presents an acceptable planning outcome.

It is considered that the proposal accords with the requirements of Homes Victoria Consultation Guidelines July 2021, and in-turn, satisfies the requirements of Clause 52.20-4 of the Greater Geelong Planning Scheme.

APPENDIX A

GEELONG COUNCIL INTERNAL REFERRAL RESPONSE

PLANNER: [REDACTED]	APP NO. PP-1253-2020
FROM: [REDACTED] – DEVELOPMENT PLANNING	DATE REFERRED: 23 November 2020
ENGINEERING DEPARTMENT	
SUBJECT: 1-5 McKenzie Street, BELMONT	RESPONSE NO. First Response
Buildings and Works Associated with the Construction of Multi Dwellings and Waiver of Car Parking	DATE COMPLETED: 11-12-2020
ZONE: GRZ2	

OVERLAYS:

Engineering Services Recommendation
Supportive

Internal Referral Advice to Planner

- *Copy/Paste issue raised in internal referral memo from planner*

Engineering Services Recommendation Response

NA

Other Comments from Engineering Services

NA

Recommended Permit Conditions (Without Prejudice)

Note: please provide conditions whether or not supporting

Standard Conditions

Drainage & Vehicular Access:

Prior to the occupation of the dwellings, the developer must:

- Construct the site stormwater system including separate connection for the development into the underground drain in McKenzie Street, 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.
- Construct vehicular crossings in accordance with the requirements and standards of the City of Greater Geelong. The vehicle crossing is to be 5.5m and centred on the driveway

- c) 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.

Note:

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 dwellings, 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. The driveway to access the car park shall be 5.5 m wide to provide two-way flow

Stormwater Quality / Management

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;

to the Satisfaction of the Responsible Authority

DRAINAGE NOTES

Application to Build Over A Drainage Easement

Prior to the commencement of works, an Application for Permission to Build Over a Drainage Easement must be lodged with Council.

Non-Standard Conditions

NOTE

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

PLANNER:	[REDACTED]	APP NO.	PP-1253-2020
FROM:	[REDACTED] ESD Unit	DATE REFERRED:	23 November 2020
SUBJECT:	1-5 McKenzie Street, BELMONT	RESPONSE NO.	1st
	Buildings and Works Associated with the Construction of Multi Dwellings and Waiver of Car Parking	DATE COMPLETED:	10/12/2020
ZONE:			
OVERLAYS:			

ESD Recommendation

Council's ESD Officer has reviewed the following:

- Plans by Kennedy Nolan, dated October 2020 and received by Council on 06/11/2020
- Sustainability Management Plan (SMP) by Urban Digestor with BESS report AE8B7FE3 embedded, dated 26/10/2020 and received by Council on 06/11/2020

And has determined that this development largely meets a satisfactory level of the ESD as per 22.17 of the Greater Geelong Planning Scheme. There are some issues with this development (see items (a) through (g) under ESD Response) but these can be rectified with ESD conditions.

Council's ESD Officer has created this table below for responding to these concerns:

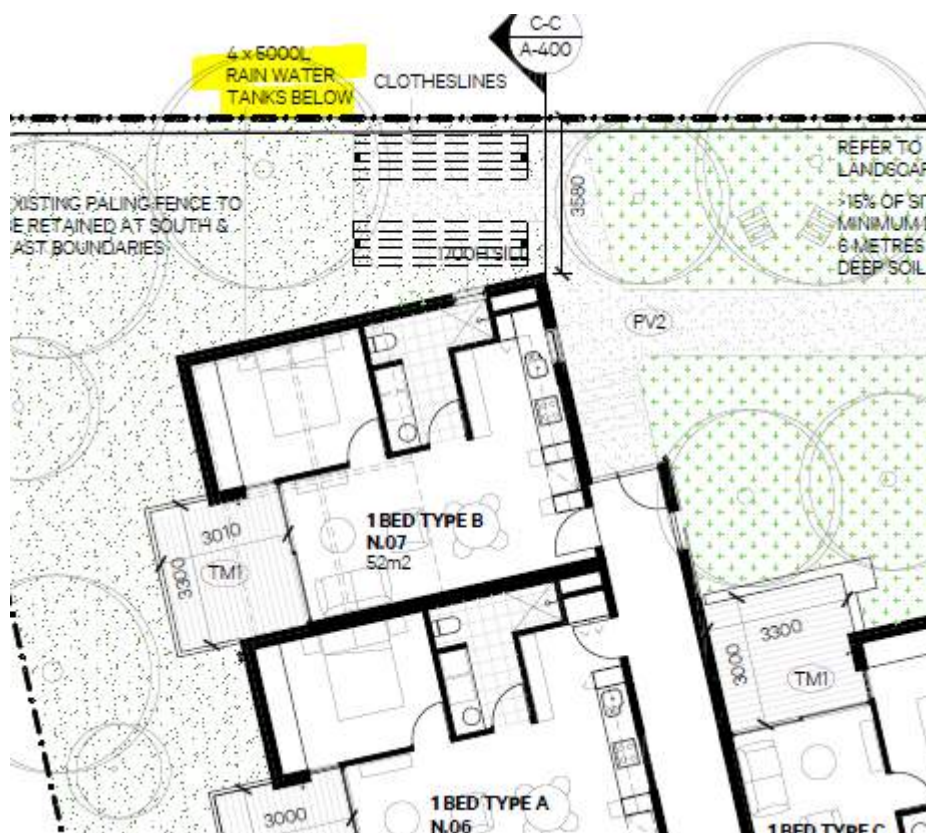
ESD Resolutions Table: 1-5 McKenzie Street, BELMONT PP-1253-2020		
Item	Required change to drawings or SMP, or request for further information	Applicant response
a		
b		
c		
d		
e		

This table should be completed and attached to the revised BESS report/SMP. One of the proposed permit conditions outlines this as a requirement.

ESD Response

- **Water & Stormwater**

- a. The underground rainwater tank locations will need to be clearly marked on the plans (dotted outline)



- b. A note will need to be added to the plans specifying that all toilets will be connected to rainwater tanks for flushing.
- c. Raingardens can be clearly seen on the plans and they've been detailed in SMP:

STORM analysis

The STORM calculator gives a score from 0 to 200% where 100% indicates Council & Melbourne Water's expected results.

To achieve compliance each respective townhouse within the development will direct rainwater runoff from its roof for storage. Roof collection areas and tank sizes are as follows:

- North block eastern roofs shown in blue below to collect runoff from 468m² to 20,000L tank
- South block eastern roofs shown in green below to collect runoff from 431m² to 10,000L tank
- Remaining roof areas runoff and exposed balconies 271m² will flow into minimum 10m² raingarden as indicated on A101.
- Part of the parking area is permeable as indicated on A101.
- Paved areas surrounded by landscape and permeable driveway will be angled to flow into these area (area therefore treated as permeable)

Rainwater Tanks will be located to collect runoff as shown on plans and be connected for toilet flushing within all dwellings.

Driveway and paved area (approx. 30m²) on McKenzie Street end will flow into the street with no treatment.

Will these raingardens be lined or unlined? If they are unlined, sufficient evidence will need to be provided to show that the runoff will appropriately exfiltrate.

- **Energy**

- d. As per the BESS report, a note will need to be added to the plans stating that a 6.5 star NatHERS average will be achieved.
- e. 55.07-1 of the Greater Geelong Planning Scheme specifies that cooling loads for apartments in this climate zone cannot exceed 22MJ/m2. The Applicant has modelled the following in BESS:

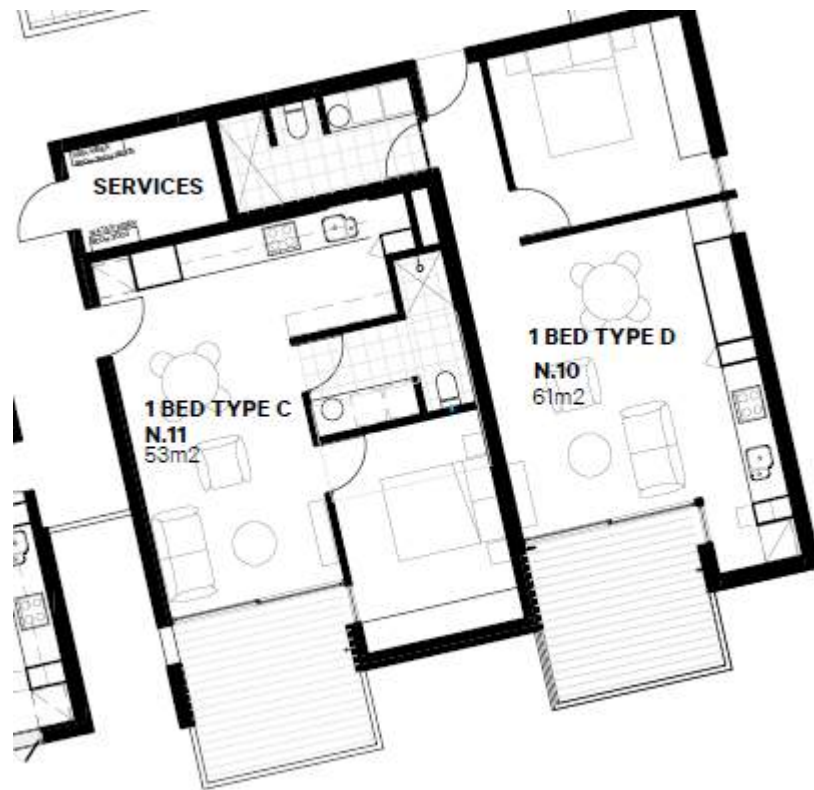
Dwelling Energy Profiles

	Nth Block - 1 Bed Unit	Nth Block - 2 Bed Unit	Sth Block - 1 Bed Unit
Below the floor is	Ground or Carpark	Ground or Carpark	Ground or Carpark
Above the ceiling is	Outside	Outside	Outside
Exposed sides	3	3	3
NatHERS Annual Energy Loads - Heat MJ/sqm	88,0	88,0	88,0

BESS - Baxter Homes, 1-5 McKenzie Street, Geelong VIC, 3216, Australia - Date Re

	Nth Block - 1 Bed Unit	Nth Block - 2 Bed Unit	Sth Block - 1 Bed Unit
NatHERS Annual Energy Loads - Cool MJ/sqm	30,0	30,0	30,0
NatHERS star rating	6,5	6,5	6,5
Type of Heating System	D Reverse cycle space	D Reverse cycle space	D Reverse cycle space
Heating System Efficiency	3 Star	3 Star	3 Star
Type of Cooling System	Refrigerative space	Refrigerative space	Refrigerative space
Cooling System Efficiency	3 Stars	3 Stars	3 Stars
Type of Hot Water System	C Electric Heat Pump	C Electric Heat Pump	C Electric Heat Pump
Central Hot Water System	Yes	Yes	Yes
Clothes Line	B Shared clothesline	B Shared clothesline	B Shared clothesline
Clothes Dryer	A No clothes dryer	A No clothes dryer	A No clothes dryer

The Applicant will need to provide some preliminary NatHERS reports to ensure that 22MJ/m2 is not exceeded. The worst performing apartment is likely to be the following (west facing with high exposure to summer sun):



Therefore, ensure that a preliminary NatHERS report is provided for one of these apartments.

- f. The *Energy 3.6 Internal Lighting – Residential Multiple Dwellings* credit has been claimed in BESS, meaning that 90% of each 'area' within the development (defined by building class) should meet a maximum illumination power density (W/m²) 20% lower than the requirements of Table J6.2a of the NCC 2019 Vol 1 and Clause 3.12.5.5 NCC 2019 Vol 2 (Class 1 & Class 10). The Applicant should copy and paste this table into their SDA/SMP and nominate what illumination power density is appropriate for this development, then calculate a 20% improvement. The targeted/committed illumination power density should then be clearly stated/marked on the plans.
- **Urban Ecology**
- g. The Applicant has claimed credits for *Urban Ecology 2.4 Private Open Space – Balcony / Courtyard*. Taps need to be clearly marked for every balcony, otherwise this credit should be removed.

Proposed ESD Permit Conditions

1. 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 **XXXX** but modified to show:
 - a. Initiatives contained within the Sustainability Management Plan (SMP) along with the proposed changes, including:
 - i. 4 x 5,000L underground rainwater tanks on the plans
 - ii. A note specifying that all toilets will be connected to a rainwater tank for flushing
 - iii. A note specifying that a 6.5 star NatHERS average will be achieved
 - iv. A note specifying an illumination power density as per the commitment in BESS
 - v. A tap for each balcony
 - vi. Make appropriate updates (notes) in accordance with the preliminary NatHERS reports
2. Prior to the endorsement of plans, a Sustainability Management Plan (SMP) must be submitted to and approved to the satisfaction by the Responsible Authority.

If a Built Environment Sustainability Scorecard (BESS) report is included as part of the SMP, it 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. If a STORM report or MUSIC file is provided as a part of the SMP, it must appropriately demonstrate that the Urban Stormwater - Best Practice Environmental Management Guidelines (BPEM) for water quality (CSIRO, 1999; Victorian Stormwater Committee 1999) have been met.

The SMP must demonstrate a best practice standard of environmentally sustainable design and be generally in accordance with the SMP by Urban Digester, with BESS report AE8B7FE3 embedded, dated 26/10/2020 and received by Council on 06/11/2020, but modified to include the following changes:

- a. The addition of a completed 'Resolutions Table' provided by Council which addresses points (a) through (g)
- b. Appropriate updates to the BESS report, in accordance with the responses in the 'Resolutions Table'
- c. Further information regarding the raingardens and stormwater drainage
- d. Preliminary NatHERS reports to assess against 55.07-1 of the Greater Geelong Planning Scheme
- e. If cooling loads greater than 22MJ/m² are returned in the preliminary NatHERS reports, provide additional NatHERS reports with improved insulation and/or glazing which achieve the 22MJ/m² benchmark to demonstrate that the overall design can meet the Better Apartments Design Standards

Where alternative ESD initiatives are proposed to those specified in conditions above, the Responsible Authority may vary the requirements of this condition at its discretion, subject to the development achieving equivalent (or greater) ESD outcomes in association with the development.

3. All works must be undertaken in accordance with the endorsed Sustainability Management Plan to the satisfaction of the Responsible Authority. No alterations to these plans may occur without the written consent of the Responsible Authority.
4. Prior to occupancy, NatHERS reports which align with the modelling in BESS will need to be submitted to Council for verification.

PLANNER: [REDACTED]	APP NO. PP-1253-2020
FROM: [REDACTED] Parks Department	DATE REFERRED: 23 November 2020
SUBJECT: 1-5 McKenzie Street, BELMONT Buildings and Works Associated with the Construction of Multi Dwellings and Waiver of Car Parking	RESPONSE NO. First Response
	DATE COMPLETED: 24 November 2020
ZONE: Insert Zone	
OVERLAYS: Insert Overlays	
Parks Recommendation Supportive	

Internal Referral Advice to Planner

Key issues for Referral Unit to consider?

- Street tree proposed to be removed along the Mckenzie Street frontage to accommodate new crossover
- Pre-application advice from Stephen was that the iron bark tree in the middle could be removed
- Applicant has submitted tree assessment

Parks Department Recommendation Response

I have read through the Arborist Report and there is some inconsistencies, minor errors and remarks that will require removal.

The report states that TREE #16 is to be retained and protected while the plans show it to be removed for a crossover. The removal of the tree is supported by Parks Planning and the report should be altered to reflect the proposal.

The arborist refers to AS4970-2009 Protection of Trees on Construction Sites. The standard is 4970-2009 Protection of trees on development sites.

It is stated that the council trees (1, 15, 16, 17) require pruning for the development to occur. The plans show a setback from the trees and it appears unlikely that they will require pruning. This can be addressed on a case by case basis and at the time of works. It is not something that we will be committing to and endorsing at this early stage as "pruning" is too broad a statement and could mean stripping all material from the fenceline (not supported by council) or cutting one or two small limbs. If they want it endorsed in the report then the arborist needs to be specific about what he believes needs to be pruned for the development works to be achieved.

There has been a Tree Protection Management Plan included at the back of the report. I will require changes to be made to this. It needs to include an indicative fencing plan which shows the location of protection fencing for the retained trees during works.

That said the proposal is supported by Parks Planning. They can resubmit the report now or submit a Tree Protection Management Plan post permit. I have included permit conditions for both options. The Tree Removal condition must be included whether the report is provided now or post permit. For the other conditions I have included two. One is if they want to just amend the report now and send it in to be endorsed. The other is if they are happy to send in a Tree Protection Management Plan post permit.

If you have any queries regarding any of the advice please let me know.

Other Comments from Parks Department

INSERT Response – assessment, advice and other comments

Recommended Permit Conditions (Without Prejudice)

Note: please provide conditions whether or not supporting

Standard Conditions

Tree removal and replacement

The street tree(s) that have been approved to be removed to facilitate the development must be offset as determined by the Council's adopted Tree Management Policy. These will be replanted either on the naturestrip 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 Officers (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.

Notes

1. Any applicable Council permit(s) must be taken out prior to the commencement of works within the road reserve.
2. 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).

CONDITION IF REPORT IS AMENDED

Tree Protection Management Plan

The Tree Health Assessment and Pre Development by Let's Talk About Trees and its recommendations are endorsed as the Tree Protection Management Plan for this site and form part of the permit.

The approved Tree Protection Management Plan must not be amended or altered without the consent of the Responsible Authority.

Tree Protection Zones

Prior to the works commencing (including any demolition works), Tree Protection Fencing must be installed and maintained until works are completed to the satisfaction of the Responsible Authority.

All works within the nominated Tree Protection Zones must be:

- carried out in accordance with Australian Standard 4373–2007 *Pruning of amenity trees* and Australian Standard 4970–2009 *Protection of trees on development sites*
- overseen by a suitably qualified, level-5 arborist
- carried out to the satisfaction of the Responsible Authority by suitably trained and qualified arboricultural staff.

Works encroaching within the nominated Tree Protection Zones must not be undertaken without the written consent of the Responsible Authority.

Prior to occupation of the development/the issue of Statement of Compliance, a written statement from the Project Arborist must be submitted to the Responsible Authority that certifies that the following items have been addressed as part of the works:

- Establishment of correct placement and installation of tree protection fencing
- Attendance during Tree Protection Zone incursions
- Adherence to Australian Standard 4970–2009 *Protection of trees on development sites*

Note

1. In the instance that minor pruning is anticipated the applicant must contact Council's Parks Planning Officers on 5272 5272 (treeplanning@geelongcity.vic.gov.au) to lodge a request and provide adequate notice.

CONDITION IF THEY WANT TO SUBMIT REPORT POST PERMIT

Tree Protection Management Plan

Prior to the commencement of the development, a Tree Protection Management Plan must be submitted to and approved by the Responsible Authority. The Tree Protection Management Plan must be prepared by a suitably qualified arborist and must include all:

- council-owned trees
- privately owned trees and
- trees owned by other parties that are located within 4 metres of the property boundary.

When approved the Tree Protection Management Plan and its recommendations will be endorsed and will then form part of the permit.

The approved Tree Protection Management Plan must not be amended or altered without the consent of the Responsible Authority.

Tree Protection Zones

Prior to the works commencing (including any demolition works), Tree Protection Fencing must be installed and maintained until works are completed to the satisfaction of the Responsible Authority.

All works within the nominated Tree Protection Zones must be:

- carried out in accordance with Australian Standard 4373–2007 *Pruning of amenity trees* and Australian Standard 4970–2009 *Protection of trees on development sites*
- overseen by a suitably qualified, level-5 arborist
- carried out to the satisfaction of the Responsible Authority by suitably trained and qualified arboricultural staff.

Works encroaching within the nominated Tree Protection Zones must not be undertaken without the written consent of the Responsible Authority.

Prior to occupation of the development/the issue of Statement of Compliance, a written statement from the Project Arborist must be submitted to the Responsible Authority that certifies that the following items have been addressed as part of the works:

- Establishment of correct placement and installation of tree protection fencing
- Attendance during Tree Protection Zone incursions
- Adherence to Australian Standard 4970–2009 *Protection of trees on development sites*

Note

2. In the instance that minor pruning is anticipated the applicant must contact Council's Parks Planning Officers on 5272 5272 (treeplanning@geelongcity.vic.gov.au) to lodge a request and provide adequate notice.

PLANNER: [REDACTED]	APP NO. PP-1253-2020
FROM: [REDACTED] Strategic Planning	DATE REFERRED: 23 November 2020
SUBJECT: 1-5 McKenzie Street, BELMONT Buildings and Works Associated with the Construction of Multi Dwellings and Waiver of Car Parking	RESPONSE NO. Final Response
	DATE COMPLETED: 14/12/2020
ZONE: GRZ2	
OVERLAYS:	
Strategic Planning Recommendation Supportive	

Internal Referral Advice to Planner

Strategic Planning comments on the concept included:

- The proposal meets a number of state and local policies in relation to the supply of social housing and the design and location of such housing. If the proposal is better suited to a 'residential village' definition this should be used, this definition includes communal, recreation facilities for residents.
- It is not clear if useable outdoor communal space is provided such as garden space with seating or vegie garden to support growing food. A green space for resident's use should be incorporated.
- If the proponents wish to use a multi-dwelling definition a case should be made that the social, environmental and economic benefits outweigh the POS requirement. A communal green space should still be provided.
- The concept appears to attempt a balance between the very real need to increase this type of housing in Geelong and providing a landscaped 'garden setting' for the buildings even if individual units do not have outdoor gardens. The landscape design should include a number of canopy trees and provide garden setting for the development. Species could be selected to provide summer shade and allow winter light.
- Ground floor units could provide universal design principles that would meet the needs of people of different ages and abilities over time such as wider doors, practical circulation space that support frames or wheelchairs, walls that can support rails etc.
- Car share could include electric charging station. Secure bike storage should be provided.

It is considered the proposal has addressed all the matters raised adequately. The proposed development meets housing policy to support aging in place, provide more diverse housing types, provide more affordable housing and more sustainable developments. Strategic Planning support the proposal subject to standard development conditions.

PLANNER:	[REDACTED]	APP NO.	PP-1253-2020
FROM:	[REDACTED] Urban Design	DATE REFERRED:	23 November 2020
SUBJECT:	1-5 McKenzie Street, BELMONT	RESPONSE NO.	Final response
	Buildings and Works Associated with the Construction of Multi Dwellings and Waiver of Car Parking	DATE COMPLETED:	20/12/20
ZONE:	GRZ2		
OVERLAYS:	Insert Overlays		
Urban Design Recommendation			
Supportive (with changes)			

Internal Referral Advice to Planner

- Initial comments on the pre-app plans were received from UD from Pam in the binder
- The applicant has incorporated the communal garden
- Please review the proposal and let me know if you have any comments.

Urban Design Recommendation Response

Bike storage

We are supportive of the provision and location of visitor bike parking spaces (6 spaces) on the primary pedestrian accessway which is separated from the car parking entry, into both wings of the building. However, we note that there is no provision for secure resident bike storage within the property. Albeit bike parking facilities are not required as per Clause 52.34 of the Geelong Planning Schemes, we think that it is necessary, considering the number of dwellings proposed and the need to promote opportunities for modal shift and encourage sustainable transport options.



Figure 1 Visitor bike parking facility

Dwelling Size and apartment layout

A variety of dwelling sizes and layouts have been proposed which aligns to many of the ambitions outlined within the Geelong Planning Schemes. We understand that the area is earmarked for incremental change and are supportive of the apartment typology of development.

However, the internal layout limits usability owing to the dwelling sizes proposed. We note that the bedrooms are somewhat well ventilated with a good level of spaciousness but query the arrangement in living/dining and open kitchen. We think the highlighted areas do not provide adequate space to place furniture. The development could consider marginally bigger individual dwellings that can allow for a usable living and kitchen areas. Currently, the proposed development is dominated by circulation spaces that do not allow for easy placement of furniture.

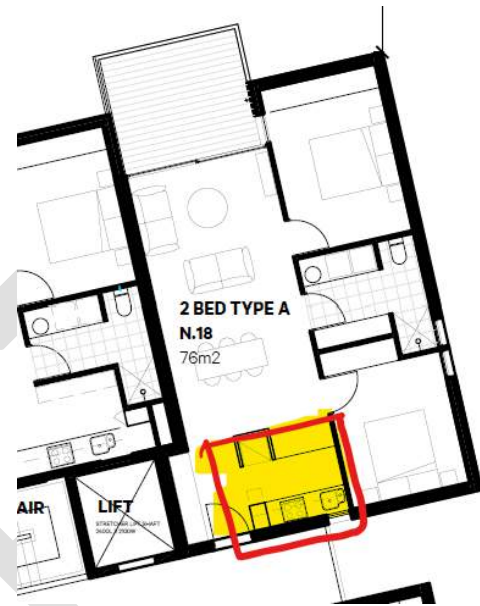


Figure 2 Inadequate kitchen area for a 2 bedroom unit



Figure 3 Insufficient usable space

Other .Comments from Urban Design

INSERT Response – assessment, advice and other comments

Recommended Permit Conditions (Without Prejudice)

Note: please provide conditions whether or not supporting

Standard Conditions

1. INSERT

Non-Standard Conditions

1. INSERT

DRAFT

PLANNER: [REDACTED]	APP NO. PP-1253-2020
FROM: [REDACTED] Waste Department	DATE REFERRED: 23 November 2020
SUBJECT: 1-5 McKenzie Street, BELMONT Buildings and Works Associated with the Construction of Multi Dwellings and Waiver of Car Parking	RESPONSE NO. Final Response
	DATE COMPLETED: 24 th November 2020
ZONE: Insert Zone	
OVERLAYS: Insert Overlays	
Waste Department Recommendation Supportive	

Internal Referral Advice to Planner

- Initial comments from Richard at pre-app stage;

For 29 units we would normally expect 58 metres of frontage to present this many bins.

The frontage has two sections one has a significant cross slope so is unsuitable for bin presentation

There is only 40 metres available, the remainder would have to be provided by the side boundary of 96 Mt Pleasant Rd property. That property I assume would present their bins to Mt Pleasant Rd.

The issue is that sharing of bins is problematic and has been used in the past but a change of residents then want their own bins, personalities etc. There is less contamination with individual bins.

For Waste plan

Provision for the 4 bin system as required by the State Government. Need to show where the 4 bins per property will be satisfactorily stored.

Need to show bin presentation on nature strip and that the selected nature strip has cross fall allowing bins to stand and be put down safely and not fall over.

These are the critical issues for a kerbside presentation.

Recommendation Response

Provide response (justify/explain the inclusion of non-standard condition)

Other Comments from Waste Department

The Waste Management Plan prepared by Onemilegrid clearly nominates waste and recyclable collection by private contractors and further states that

“6.7 Municipal Charges

It is noted that every rateable tenement within the proposed development is liable for municipal waste charges, irrespective of the services provided by Council.”

The Waste Management Plan is satisfactory in its content.

Recommended Permit Conditions (Without Prejudice)

1. A Waste Management Plan must be submitted to and approved by the Responsible Authority and when approved must be incorporated into the Planning Permit.
2. A Section 173 agreement of the Planning and Environment Act 1987 must be in a form to the satisfaction of the Responsible Authority and the agreement must contain covenants to be registered on the Title of the properties so as to run with the land, and must provide for the following:
 - a) All waste services to the Residential Properties shall be undertaken by a private contractor managed by the body corporate.
 - b) All residential units in the developments will be charged the Residential Waste Charge irrespective of who provides the waste and recycling collection services.

The agreement will be registered on Titles in accordance with Section 181 of the Planning and Environment Act 1987.

Standard Conditions

1. INSERT

Non-Standard Conditions

1. INSERT

APPENDIX B

HCA LETTERS TO GREATER GEELONG REGARDING CLAUSE 52.20 APPLICATION NOVEMBER 2021

08 November 2021

Mayor [REDACTED]
City of Greater Geelong
PO Box 104
Geelong VIC 3220
By email: [REDACTED]@geelongcity.vic.gov.au

1-5 McKenzie Street Belmont – Proposed Redevelopment

Dear Mayor [REDACTED],

Overview

As you may be aware in October 2020 Housing Choices Australia (HCA) made an application to Greater Geelong Council for the redevelopment of No. 1-5 McKenzie Street, Belmont with 29 new dwellings (**PP-1253-2020**).

HCA is an independent, not-for-profit housing provider that delivers high quality, accessible and affordable housing. HCA is one of the largest community housing providers in Australia with operations in Victoria, South Australia, Tasmania, New South Wales and Western Australia.

We are writing to you to advise that Housing Choices Australia has secured a funding contribution from the Victorian Government for the development under the 'Rapid Grants Round' of the State Government of Victoria's 'Big Housing Build'.

In recognition of the successful funding application, Housing Choices Australia now intends to seek approval for the proposed development under Clause 52.20 of the Greater Geelong Planning Scheme from the Minister for Energy, Environment, and Climate Change. The details of our proposal remain substantially the same as the permit application. This permit application was the subject of public notice in February 2021 and was subsequently placed on hold pending the determination of the Big Housing Build Rapid Grants Funding Round.

The Proposal

It is proposed to demolish the original 16 single storey social housing dwellings on the land and replace them with two, two storey brick apartment buildings providing a total of 29 dwellings.

The buildings have been designed by Kennedy Nolan Architects with an emphasis on resident amenity, landscaping, and communal spaces as well as ESD performance. Generous setbacks are proposed from surrounding dwellings, including the provision of more than 250 square metres of communal resident space located centrally on the eastern side of the property.

The proposal aligns with the relevant policy and provisions of the Greater Geelong Planning Scheme and was informed through early pre-application engagement with Planning and Urban Design officers at the City of Greater Geelong. In particular the proposed increase in housing on the site supports Council's Social Housing Plan (2020) which estimated that an additional 13,500 social housing dwellings were required by 2041.

Big Housing Build – Planning Approvals

This project is undertaken on behalf of the Director of Housing (*Housing Act 1993*) and is facilitated by Homes Victoria. Applications under Clause 52.20 of the Greater Geelong Planning Scheme are submitted to the Department of Environment, Land, Water and Planning (DELWP) acting on behalf of the Minister for Energy, Environment, and Climate Change as the Responsible Authority.

Once submitted the application will be assessed by DELWP, and as this application was already the subject of a planning permit application the feedback from internal departments obtained from Greater Geelong Council will be provided to DELWP with the application to inform the assessment.

Rory O’Loughlen (Co-Ordinator Planning) is the relevant contact at the City of Greater Geelong for planning application **PP-1253-2020** and he has been separately informed of the application. Once lodged, the responsible authority (the Minister for Energy, Environment and Climate Change) will assess and make a decision on the application.

All application material and information regarding the proposal can be made available for your information by request.

Consultation

Projects assessed under the Big Housing Build (Clause 52.20) are required to undertake consultation with key stakeholders including the local community.

As part of Planning Permit Application **PP-1253-2020**, public notice was undertaken to surrounding owners and occupiers of the land in February 2021 in accordance with the direction of Council. A total of 11 objections and one petition were received from surrounding properties. In response to comments raised, revisions have been made to the plans to include screening to a height of 1.7metres to east and south facing windows, as well as varied materials on the eastern building facades.

Objectors to Planning Permit **PP-1253-2020** have been advised by written notice of the proposed application to DELWP so that they are aware of the change in process. A copy of the letter to objectors is enclosed for your reference. Copies of objections to **PP-1253-2020** will be provided to DELWP as part of a Consultation Summary Report which includes a response to submissions made.

Our team would be pleased to assist should you have any questions in relation to this project. Please contact Christina McRae (Urbis) on 8663 4888 or christina.mcrae@urbis.com.au or Roger Wettenhall (Urbis) on 8663 4993 or rwettenhall@urbis.com.au.

We thank you for your time and consideration and look forward to delivering a successful project within the City of Greater Geelong.

Kind regards,



James Henry
General Manager - Development
Housing Choices Australia



08 November 2021

Councillor [REDACTED]
City of Greater Geelong
PO Box 104
Geelong VIC 3220
By email: [REDACTED]@geelongcity.vic.gov.au

1-5 McKenzie Street Belmont – Proposed Redevelopment

Dear Councillor [REDACTED],

Overview

As you may be aware in October 2020 Housing Choices Australia (HCA) made an application to Greater Geelong Council for the redevelopment of No. 1-5 McKenzie Street, Belmont with 29 new dwellings (**PP-1253-2020**).

HCA is an independent, not-for-profit housing provider that delivers high quality, accessible and affordable housing. HCA is one of the largest community housing providers in Australia with operations in Victoria, South Australia, Tasmania, New South Wales and Western Australia.

We are writing to you to advise that Housing Choices Australia has secured a funding contribution from the Victorian Government for the development under the 'Rapid Grants Round' of the State Government of Victoria's 'Big Housing Build'.

In recognition of the successful funding application, Housing Choices Australia now intends to seek approval for the proposed development under Clause 52.20 of the Greater Geelong Planning Scheme from the Minister for Energy, Environment, and Climate Change. The details of our proposal remain substantially the same as the permit application. This permit application was the subject of public notice in February 2021 and was subsequently placed on hold pending the determination of the Big Housing Build Rapid Grants Funding Round.

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The buildings have been designed by Kennedy Nolan Architects with an emphasis on resident amenity, landscaping, and communal spaces as well as ESD performance. Generous setbacks are proposed from surrounding dwellings, including the provision of more than 250 square metres of communal resident space located centrally on the eastern side of the property.

The proposal aligns with the relevant policy and provisions of the Greater Geelong Planning Scheme and was informed through early pre-application engagement with Planning and Urban Design officers at the City of Greater Geelong. In particular the proposed increase in housing on the site supports Council's Social Housing Plan (2020) which estimated that an additional 13,500 social housing dwellings were required by 2041.

Big Housing Build – Planning Approvals

This project is undertaken on behalf of the Director of Housing (*Housing Act 1993*) and is facilitated by Homes Victoria. Applications under Clause 52.20 of the Greater Geelong Planning Scheme are submitted to the Department of Environment, Land, Water and Planning (DELWP) acting on behalf of the Minister for Energy, Environment, and Climate Change as the Responsible Authority.

Once submitted the application will be assessed by DELWP, and as this application was already the subject of a planning permit application the feedback from internal departments obtained from Greater Geelong Council will be provided to DELWP with the application to inform the assessment.

Rory O’Loughlen (Co-Ordinator Planning) is the relevant contact at the City of Greater Geelong for planning application **PP-1253-2020** and he has been separately informed of the application. Once lodged, the responsible authority (the Minister for Energy, Environment and Climate Change) will assess and make a decision on the application.

All application material and information regarding the proposal can be made available for your information by request.

Consultation

Projects assessed under the Big Housing Build (Clause 52.20) are required to undertake consultation with key stakeholders including the local community.

As part of Planning Permit Application **PP-1253-2020**, public notice was undertaken to surrounding owners and occupiers of the land in February 2021 in accordance with the direction of Council. A total of 11 objections and one petition were received from surrounding properties. In response to comments raised, revisions have been made to the plans to include screening to a height of 1.7metres to east and south facing windows, as well as varied materials on the eastern building facades.

Objectors to Planning Permit **PP-1253-2020** have been advised by written notice of the proposed application to DELWP so that they are aware of the change in process. A copy of the letter to objectors is enclosed for your reference. Copies of objections to **PP-1253-2020** will be provided to DELWP as part of a Consultation Summary Report which includes a response to submissions made.

Our team would be pleased to assist should you have any questions in relation to this project. Please contact Christina McRae (Urbis) on 8663 4888 or christina.mcrae@urbis.com.au or Roger Wettenhall (Urbis) on 8663 4993 or rwettenhall@urbis.com.au.

We thank you for your time and consideration and look forward to delivering a successful project within the City of Greater Geelong.

Kind regards,



James Henry
General Manager - Development
Housing Choices Australia



08 November 2021

██████████ (Co-Ordinator Planning)
City of Greater Geelong
PO Box 104
Geelong, VIC 3220
By Email: ██████████@geelongcity.vic.giv.au

1-5 McKenzie Street, Belmont – Proposed Redevelopment

Dear ██████████,

Overview

As you may be aware in October 2020 Housing Choices Australia (HCA) made an application to Greater Geelong Council for the redevelopment of No. 1-5 McKenzie Street, Belmont with 29 new dwellings (**PP-1253-2020**).

We are writing to you to advise that Housing Choices Australia has secured a funding contribution from the Victorian Government for the development under the 'Rapid Grants Round' of the State Government of Victoria's 'Big Housing Build'.

In recognition of the successful funding application, Housing Choices Australia now intends to seek approval for the proposed development under Clause 52.20 of the Greater Geelong Planning Scheme from the Minister for Energy, Environment, and Climate Change.

The details of our proposal remain substantially the same as Greater Geelong planning permit application **PP-1253-2020**. This permit application was the subject of public notice in February 2021 and was subsequently placed on hold pending the determination of the Big Housing Build Rapid Grants Funding Round.

Big Housing Build – Planning Approvals

This project is undertaken on behalf of the Director of Housing (*Housing Act 1993*) and is facilitated by Homes Victoria. We advise that an application under Clause 52.20 of the Greater Geelong Planning Scheme will shortly be submitted to the Department of Environment, Land, Water and Planning (DELWP) as the Responsible Authority.

All DELWP application material and information regarding the proposal can be accessed for your further information by request.

As the proposal (or substantially similar) was already the subject of a planning permit application, the feedback from internal departments obtained from Greater Geelong Council will be provided to DELWP with the application to inform the assessment.

If you wish to provide any further comment, please contact Christina McRae or Roger Wettenhall (Urbis) via the contact details below.

Once lodged, the responsible authority (the Minister for Energy, Environment and Climate Change) will assess and make a decision on the application.

Consultation

Projects assessed under the Big Housing Build (Clause 52.20) are required to undertake consultation with key stakeholders including the local community.

As part of Planning Permit Application **PP-1253-2020**, public notice was undertaken to surrounding owners and occupiers of the land in February 2021 in accordance with the direction of Council.

A total of 11 objections and one petition were received from surrounding properties. In response to comments raised, revisions have been made to the plans to include screening to a height of 1.7metres to east and south facing windows, as well as varied materials on the eastern building facades. Copies of objections to **PP-1253-2020** will be provided to DELWP as part of a Consultation Summary Report which includes a response to submissions made.

Objectors to Planning Permit **PP-1253-2020** have been advised by written notice of the proposed application to DELWP so that they are aware of the change in process. A copy of the letter to objectors is enclosed for your reference.

A letter has also been provided to the Mayor and Councillors of the City of Greater Geelong informing them of the pending application to DELWP and the consultation process undertaken.

We thank you for your time and consideration. If you have any questions regarding this proposal, please contact Christina McRae (Urbis) on 8663 4888 or christina.mcrae@urbis.com.au or Roger Wettenhall (Urbis) on 8663 4993 or rwettenhall@urbis.com.au.

Kind regards,



James Henry
General Manager - Development
Housing Choices Australia

APPENDIX C

GREATER GEELONG PUBLIC NOTICE LETTER REGARDING PERMIT APPLICATION PP-1253-2020

Urbis
Office 7, Unit 4
23-31 Gheringhap Street
GEELONG VIC 3220

9 February 2021

PI: 232816
PP: PP-1253-2020

Dear Sir/Madam

Re: Planning Permit Application No.: PP-1253-2020
Address: 1-5 McKenzie Street, BELMONT
Proposal: Buildings and Works Associated with the Construction of Multi Dwellings and Waiver of Car Parking

Under delegation from the Responsible Authority, it is considered that the grant of a permit for the above proposal may cause material detriment to other people, accordingly you are required to undertake the following forms of advertising;

A. PLACE NOTICES ON THE SITE

The notices to be displayed on the property are enclosed. They are to be placed on a backing board and displayed within 1 metre of the front boundary of McKenzie Street and the other fronting Banks Court (refer to map) and must be easily read from those boundaries.

The signs must be erected on site by 17th February 2021 and maintained in good condition until 3rd March 2021 (sign can be removed from the site as of 4th March 2021).

Please contact the Statutory Planning Department on (03) 5272 4456

- When the sign is erected on site so that it may be inspected.

B. NOTICES TO ADJOINING OWNERS/OCCUPIERS

A copy of the enclosed public notice (Form 2) has been sent to the adjoining owners/occupiers and any other relevant parties on your behalf.

C. NOTICES IN THE NEWSPAPER

This application was not required to be advertised in the newspaper.

D. ADVERTISED ON INTERNET

A complete copy of the application documents has been uploaded on to City of Greater Geelong's website – you can view this at:-
www.geelongaustralia.com.au/advertisedplanning

Before Council can decide on your application, you must complete and return the enclosed Statutory Declaration stating you have erected the sign on site and maintained it in good condition until the date specified above.

Failure to complete the notification process satisfactorily may mean that you will be required to repeat the process.

When the advertising period has finished, Council will further consider your application and will notify you of its decision in due course.

Please Note: Objections to an application may be lodged at anytime once the advertising period has commenced and prior to Council issuing a decision on the application.

Should you require any further information please contact [REDACTED] on [REDACTED] or [REDACTED] [@geelongcity.vic.gov.au](mailto:[REDACTED]@geelongcity.vic.gov.au).

Yours Sincerely

[REDACTED]

STATUTORY PLANNER

**STATUTORY PLANNING
100 BROUGHAM STREET, GEELONG**

Attachment

NOTICE OF AN APPLICATION FOR PLANNING PERMIT

The land affected by the application is located at:	1-5 MCKENZIE STREET, BELMONT
The application is for a permit to:	BUILDINGS AND WORKS ASSOCIATED WITH THE CONSTRUCTION OF MULTI DWELLINGS AND WAIVER OF CAR PARKING
The applicant for the permit is:	HOUSING CHOICES AUSTRALIA LTD
The application reference number is:	PP-1253-2020
You may look at the application and any documents that support the application at the office of the Responsible Authority or online at www.geelongaustralia.com.au/advertisedplanning	City of Greater Geelong City Development Offices 100 Brougham Street GEELONG VIC 3220

The application can be viewed during office hours and is free of charge. Any person who may be affected by the granting of the permit may object or make other submissions to the Responsible Authority

- An objection must**
- **be sent to the Responsible Authority in writing**
 - **include the reasons for the objection**
 - **state how the objector would be affected**

The responsible authority must make a copy of every objection available at its office for any person to inspect during office hours free of charge until the end of the period during which an application may be made for review of a decision on the application.

The Responsible Authority will not decide on the application before:	4th MARCH 2021
--	----------------------------------

If you object, the Responsible Authority will advise you of its decision.

Please be aware that copies of objections/submissions received may be made available to any person for the purpose of consideration as part of the planning process in accordance with the Planning and Environment Act, 1987. Personal information will be used solely by Council in accordance with the Planning and Environment Act, 1987

Notification of a Planning Application

Why am I receiving this notice?

On the reverse side of this letter is Notice of a Planning Permit Application relating to a development, use or subdivision that is proposed either near you, or near land that you have an interest in as an owner or an occupier.

You are receiving notice of this application because you may be affected by the proposal.

Do I need to do anything?

If you feel that you may be affected by the proposal, we recommend that you review the documentation that has been submitted with the application.

If you are not concerned about the application, you do not have to do anything. If you are lodging an objection it must be submitted in writing and explain how you would be affected by the proposal.

How can I find out more information?

If you would like to review the documentation that has been submitted with the application, you can do so by visiting www.geelongaustralia.com.au/advertisedplanning or any of the customer service centres listed on the reverse side of this page.

For more information or to discuss this application with a Planning Officer please phone **03 5272 4456** or email statplanning@geelongcity.vic.gov.au

Yours sincerely



STATUTORY PLANNING CO-ORDINATOR

**STATUTORY PLANNING
100 BROUGHAM STREET, GEELONG**

APPENDIX D

PUBLIC SUBMISSIONS TO PLANNING PERMIT APPLICATION PP-1253-2020

Objection to the Proposed Development At 1-5 Mckenzie Street Belmont

Planning Permit Ref: PP-1253-2020 (1 to 5 Mckenzie St)

Residents: [REDACTED]

Address: 6 McKenzie Street, Belmont, 3216

Date: 2/3/2021

Introduction:

The objections identified below are largely related to the size of the development and the major effect it will have on our family and the other residents in both Mckenzie Street and the adjoining Banks Court. The size of the development is basically triple that of the existing property and the impact on traffic, noise and privacy will be severely impacted. In addition to this, we have been unofficially notified by the developer at 4A McKenzie Street of an up and coming proposal at this address for an additional 9 separate properties all to be accessed by the one driveway in Mckenzie St.

Objection Summary:

- | | |
|---------------------------------------|------------|
| 1. Size of Development | 6. Noise |
| 2. Resident Category | 7. Privacy |
| 3. Mobility and Access | 8. Trees |
| 4. Car Parking and Traffic Management | 9. Pets |
| 5. Waste Collection | |

Objection Detail:

1. Size of Development

- There are currently 16 one-bedroom units on site. The number of persons/unit varies from 1 to 2 people (sometimes more) with potential for well in excess of 30 people. With the new development proposing 25 one-bedroom units and 4 two-bedroom units, there will be potentially house 60+ people. This is over double the current number and will see many more people on the property and in the street along with accompanying visitors, carers etc to add to the extra load in the street/neighbourhood.

2. Resident Category

- Some of the people who have been recently residing at 1-5 McKenzie Street do not fall in the category of "aged and infirm" (as per the 1960 deed referenced in the Planning Permit). It is not convincing that future residents are promised in the Planning Permit to be aged and infirm. However, if this is the case, then all residents will need support services at some point and at some level, i.e. personal carers, Case Managers, Nurses, Occupational Therapists, Physiotherapists, Podiatrists, Wheelchair Maintenance services, etc. This will mean an increased need for parking and access. If people need to be removed from their apartment in an emergency, then clear access by Emergency Services personnel may be necessary and this is not provided for in the Planning Permit.

3. Mobility and Access

- There are no covered, private, lockable spaces allocated for electric scooters which aged and infirm people would be more likely to use than a bicycle. There is no mention of a covered parking bay large enough and high enough to accommodate a Maxi-Taxi. If there are aged and infirm residents, then this will be a necessity for transferring people in wheelchairs in all weather conditions. Each apartment does not have wheelchair accessible bathrooms on the plan in the Planning Permit which counteracts the promise that this development is for people who are aged and infirm.

4. Car Parking and Traffic Management

- The deed requirement for people who are aged and infirm has not been fully complied with in recent years - residents have had cars and park on McKenzie Street, moving them around during the day to follow the shade. With increased visitors and support services, this number will increase.
- It has been stated in the Planning Permit, and assumed, that most residents will not have a car. The Planning Permit mentions 13 car park spaces and 6 bicycle spaces that have been allocated. The expectation being that not all residents will have a car and all "excess cars" will end up parking in the street. There is no guarantee that there will be residents without a car
- The planning permit is able to include the "waiver of parking" clause because of the proposed resident category. Therefore, with less space on the property to cater for car parking the developers have added as many units as they can fit in. It is not clear, but it would appear the units can be sold privately at a later date to any resident category. If the units are able to be sold on privately at a later date, the reason for the "waiver of parking" clause is negated. This would seem a very opportunistic way to use the rules to get what you can from the existing permit in order to make a financial gain down the track. The permit should be clear on this point – Is the resident category for people residing in the units to be "aged and infirm" forever or can the category be removed at a later date opening up the opportunity for the units to be sold or lived in by anyone? If the latter is correct, then the "waiver of parking" clause should be removed to abide by the rules in the longer term.
- Carers, taxis, visitors etc all regularly visit the existing complex and park in the street. This will increase by tripling the quantity of units
- Currently our driveway is used for "U" turns by the general public when they come down the street and need to turn back to exit. The waste disposal truck is unable to do a "U" turn when it drives down Banks Crt so it backs all the way back to our driveway, up to the level of the letterbox to allow room to exit. Our driveway is very steep and when backing out this has become an issue with several near misses over the years. The driveways at numbers 8 & 11 Mckenzie St are extremely steep and also form part of a blind spot when we exit our driveway. This junction of 3 driveways coupled with the extra traffic using our corner/driveway as a turning circle will only increase the potential for an accident.
- Street traffic will become an issue with the possibility of illegal parking on driveways etc.
- Residents at 100 Mt Pleasant Rd also use the street as overflow parking currently
- The adjoining Banks Crt does not have any allocation for street parking
- A resident in Banks Crt uses Mckenzie St as overflow parking for 2 cars every day
- Waste removal services will also increase – see point 4 below. An additional 9 properties at 4A McKenzie Street will also add substantially to the traffic levels in McKenzie Street as each property would have at least 2 cars/vehicles as well as visitor's vehicles.

5. Waste Collection

- The Planning Permit states in the Waste Management document that 4 private contractors will be used weekly to remove four types of waste (garbage, recycling, organics and glass). This means that in addition to the current City of Greater Geelong Waste Management system of two types of waste

removal in McKenzie Street per week, four more Waste removal vehicles will need access. The document states that *“On collection days the private contractor will prop their vehicle MOMENTARILY on McKenzie Street while the bins are transferred from the bin storage room and loaded on McKenzie Street. The bins will be returned to the bin storage area immediately following emptying.”* It would not take a moment to do this – in fact it will take a lot longer to transfer the bins, empty them and return them to the proposed bin storage area, particularly when full of waste. Again, the potential development at 4A McKenzie Street is also looking at a private waste removal company – would these properties share this service, therefore having four truck movements per week, or use a separate contractor, therefore resulting in 8 extra truck movements?

6. Noise

- It is obvious that adding a potential 60+ extra residents to a quiet court location with currently 15 separate residential properties will increase the level of neighbourhood noise. The prospect of a potential development at 4A McKenzie Street of nine “high-end 3–4-bedroom townhouses” will also affect the noise levels.

7. Privacy

- The north building with its proposed 10 one-bedroom apartments will potentially hold 20 residents. The Planning Permit Plans show the North and West Elevations which will enable all these residents to look straight into our living room and outdoor area on the east side of our property and directly down our driveway to our back door and courtyard. See photos 1 & 2 below of the current visual access. The overlooking regulations (see link below) state that it is a 9 metre radius that must be adhered to, however although this development can legally plan this, it is still an invasion of our privacy which cannot be ignored.

Link: https://www.planning.vic.gov.au/_data/assets/pdf_file/0030/97158/PPN27-Understanding-the-Residential-Development-Standards-ResCode_June-2015.pdf

Photo #1

South east outlook from living room showing units 1 and 16 and part of the property at Royd Grange.



Photo #2

South east View from Back door showing Unit 1



8. Trees

The development talks about removal of existing trees. Some of these trees form part of our privacy and the proposal for replacement trees will take many years to re-establish to the size of those current. Further to this, the area recently experienced an extreme amount of tree loss on the 4A McKenzie St site, with a large amount of older established trees removed without any consultation with neighbouring properties.

We have also been unofficially notified by the developer at 4A McKenzie Street that as part of this up and coming proposal, the intention is for all of the trees neighbouring our southern fence line including the tree located on the nature-strip will be taken out and replaced with a fence. This severely changes the ambience of our property, our privacy, the environment/birdlife and shade.

9. Pets

- It is not apparent in the Planning Permit that pets have been accounted for. It would be highly likely that some, if not all, residents would choose to have a pet. This Planning Permit has not allocated enough space within or outside the apartments for accommodating pets.

To whom it may concern,

I wish to raise a series of objections to planning permit 1253/2020 concerning 1-5 McKenzie Street, Belmont. I am the owner and resident of 1 Royd Grange Court, Belmont, that shares a boundary with the planned development. Our home property has been in our family since 1983. The current proposal has several issues of concern, relating to significant effects on the use of our existing space and inconsistencies with character of the neighbourhood.

Setback and Bulk Considerations:

- There has been some attempt to accommodate setbacks to McKenzie st, the south and heritage house boundaries, but no consideration appears to have been given to the shared eastern boundary with 1 Royd Grange ct. According to "Understanding the Residential Development Standards (ResCode) Planning Practice Note 27 (June 2015), Standard A10 and B17 (Page 8) the side or rear setback of the planned buildings should be a minimum of 2990mm from the neighbouring boundary. However, the current plans indicate a setback as close as 2285mm, which is not sufficient nor compliant. Effectively, a two-story building is being placed into the footprint of a former single-story development (**Figure 1**), with no setback allowance being made to compensate for the increased elevation in the new build. This contravenes guidelines, and logic.

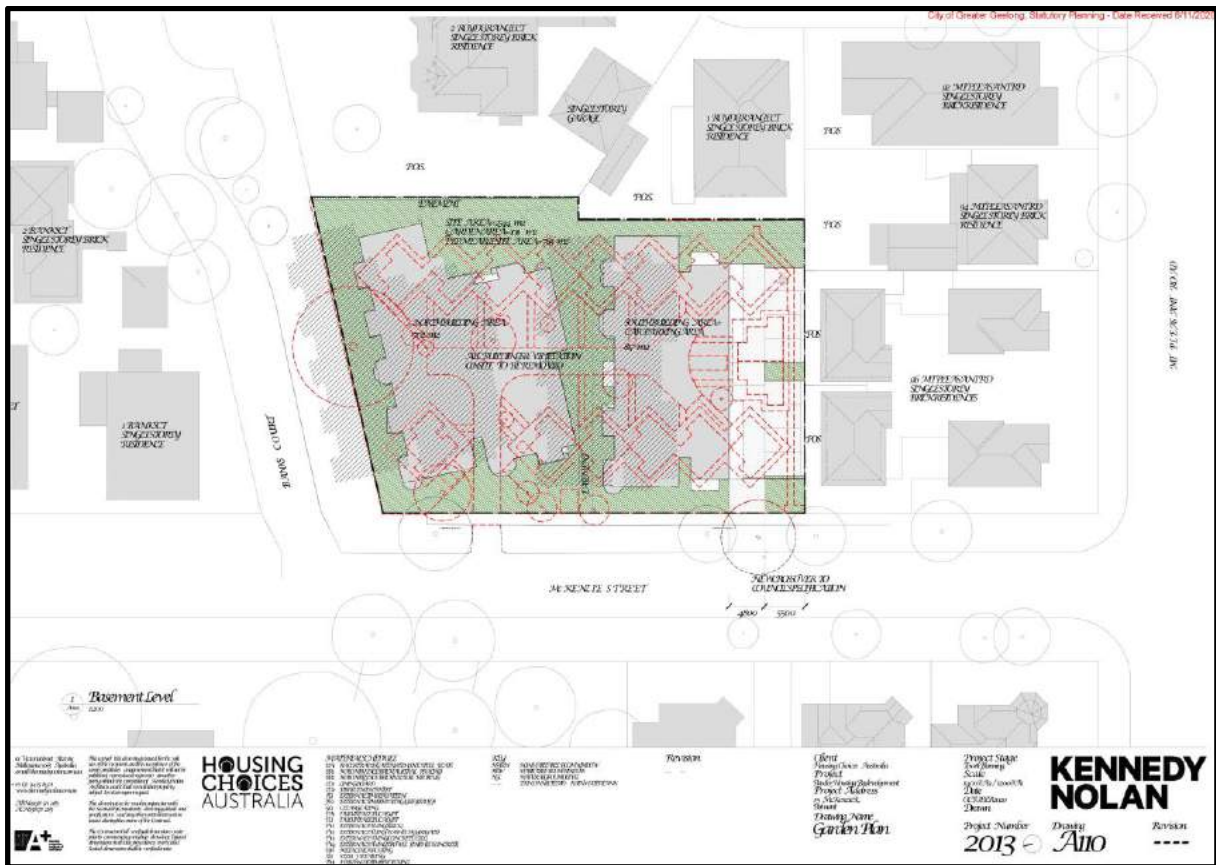


Figure 1 Overlay of proposed development in footprint of existing dwelling with no concurrent increase in setback to compensate for increased elevation

- Furthermore, the building along this boundary has a length of approximately 10.5m and height up to 9.2m, consisting of a featureless, unbroken brick wall set close to our family outdoor private space. There has been no attempt to break up the bulk of that part of the building whatsoever. Our Northern house wall which is exposed to the proposed dwelling consists of large glassed doors and windows looking onto an uncovered deck, now proposed to be exposed entirely to a blank wall. This is unsatisfactory to place a monotonous, unbroken feature directly against the main living space of a family home, and the architectural features of this wall require consideration.
- We request that height indicators be installed at the site immediately (it is currently uninhabited) so that affected neighbouring properties have *in situ* indications of the effect of the significant bulk of the proposed buildings on our existing lifestyles. Please note the scale overlay presented in **Figure 2** below, that clearly shows the potential impact of the oversized, out of character McKenzie street development. Very little privacy is afforded by the fence in place, and the ability for us to enjoy our own living spaces, internal and external, is severely compromised by this out of character addition to the neighbourhood.

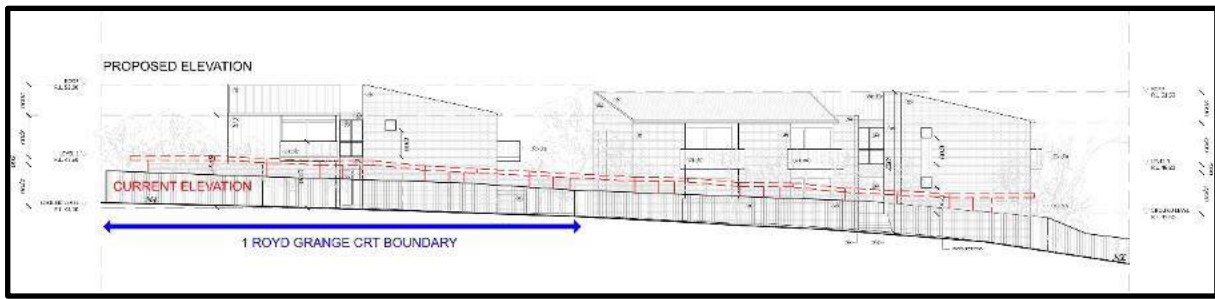


Figure 2 Proposed elevation of McKenzie street development against the to scale fence line of 1 Royd Grange Court, demonstrating the overbearing and unreasonably intrusive presence of the proposed project.

Shadow-casting and Privacy Concerns:

- The new structure will shadow significant portions of our private outdoor space – combined with a confrontational blank wall, this has massive impact. We are now faced with a large, unbroken blank wall and accompanying shade, providing a dark and dismal adjustment to our outdoor area.
- As per **Figure 3**: Our outside private space will be directly overlooked from the elevated units S.10 & S.11, N.16 has a kitchen window that looks directly into our rear yard, deck and through into a child's bedroom and our main living area. More concerning, units N.17 and N.18 have elevated balconies with direct views of our private space and also our internal north facing kitchen, dining, living and bedroom space. It is unacceptable to position viewing platforms and openings directly into private living spaces, and these need to provide consideration for existing neighbours to this new development.

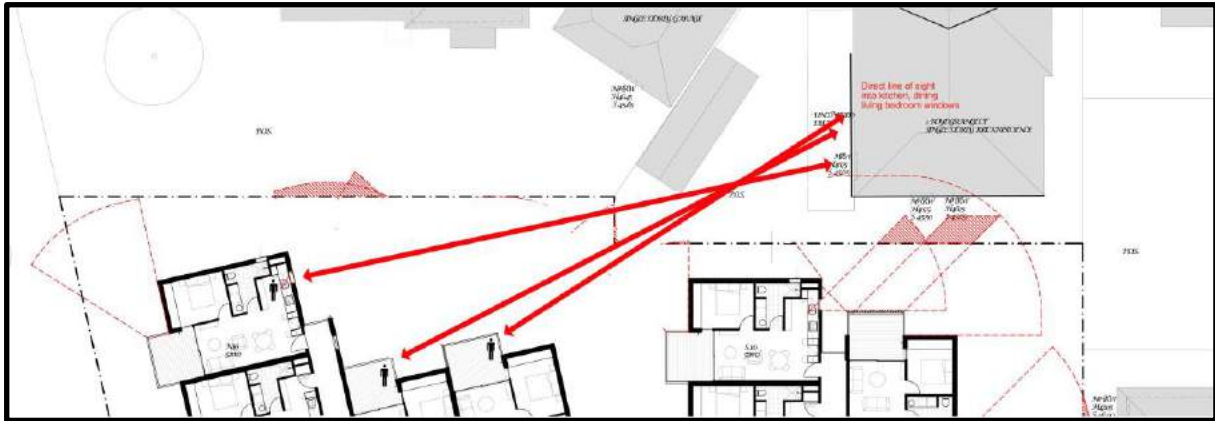


Figure 3 Representation of privacy issues for 1 Royd Grange Court created by balconies and windows directed towards private living spaces of the Royd Grange Court property. These require screening, redirection or significant alteration to protect privacy of current residents.

- In addition, we have solar panels currently mounted on the Western roof of our home. Shadow casting diagrams provide no indication of the impact of the proposed development on our elevated solar panels as elevated surfaces are not considered – only the deck and yard. We require clarification of this, as the impact on our energy production and sustainable practices is of significant consideration and comes at expense to us, should our solar performance be compromised.

Further considerations:

- A sewer line upgrade may be necessitated given the massive and disproportionate increase in occupancy on this site, and should be communicated at this early stage given it will involve significant disturbance to neighbouring properties.
- We currently have a partial view of Newtown, that will be entirely obscured by this development in an effort to increase capacity by full utilisation of the site to the detriment of neighbouring properties.

Fundamentally, there is no building in the surrounding area which encompasses the volume in building size or number of occupants per site proposed by this development (see Figure 4). The sheer bulk and size of this development is entirely out of character with the area, both in footprint and elevation. While we support the need for housing for people otherwise not able to secure suitable accommodation, and have long supported the neighbouring property, the current proposal is blinkered and single-minded in its design, with little consideration for the neighbours who will be necessary to the harmonious situation of the new residents. The proposed development is entirely out of character with the surrounding area.



Figure 4 Overhead image displaying the disproportionate size and capacity of the proposed development. This entirely out of character with the existing area, particularly given the addition of a second story.

Compare the bulk of this property to another GenU property at 14 Amundsen street, Belmont (Figure 5), some 500m away from the McKenzie Street development. The Amundsen st property is also composed of units assigned by GenU to its clients, but a quick comparison between the properties makes it abundantly obvious that the McKenzie street development is grossly out of character with the area. A two-story addition to a single-story neighbourhood, in high density living cannot be considered to be of comparable style, bulk or character. Furthermore, social housing located 150m away at 7 Culbin avenue, Belmont (Figure 6) is consistent with neighbourhood style, presenting single-story housing that has been modernised to remain in keeping with the neighbourhood style, elevation and character.



Figure 5 GenU property located at 14 Amundsen Street, Belmont, just 500m from the new, oversized McKenzie street development.



Figure 6 Social housing located at 7 Culbin Avenue, Belmont, 150m from the McKenzie avenue project. Note single-story housing consistent with character of the neighbourhood housing and unobtrusive style.

In conclusion, these are objective and guideline-based concerns outlining significant negative impact on a family home and lifestyle, the privacy of our children, and our ability to enjoy not only our outside living area, but our internal living area. No family should be overlooked, directly, by multiple units in a neighbouring property, and these concerns must be addressed. Further, it is entirely unreasonable to build a long and featureless wall against a neighbouring property, taking away their sun, their light, and their enjoyment of the only place they call "home".

I look forward to these concerns being adequately addressed with considered (and considerate) responses.

Yours sincerely,

██████████

To whom it may concern,

As the owner of 1/96 Mt Pleasant road, my property sits on the corner of McKenzie Street. It borders the proposed development at 1-5 McKenzie Street, and I wish to raise my objections to the proposal (planning permit 1253/2020).

It is evident that the proposed two story addition to the neighbourhood is entirely uncharacteristic. It undermines the style and character of the area, creating massive bulk in the form of an imposing and industrial style construction with no consistent parallels to surrounding housing.

Both elevation and footprint are not appropriate for this area. The high density of housing is of significant concern in a short and narrow *cul de sac*. With a total of 29 units and just 13 car parking spots planned, the consideration of parking implications for the immediate neighbours is immense. It is a massive oversight to assume that these residents are unlikely to all have vehicles (and social profiling at its best – concerning given the remit of the administering body GenU).

In fact, having owned our property for several years, I am pleased to advise that most residents in the existing dwelling, when occupied, did have vehicles. They parked these on the footpaths of McKenzie street in order to find sufficient spots. It is remiss not to allocate parking to most/all residents, plus visitors and support workers. The parking issue derived will result in overflow of cars into the main road and consequently, reduced visibility for vehicles on an already dangerous crest of Mt Pleasant road. In a family neighbourhood this is of utmost concern – note there are no proper, safe crossing points between the Barrabool road roundabout and High street along this stretch of Mt Pleasant road, except during the minimal hours that the Belmont Primary School crossing is supervised. Furthermore, a popular bus stop sits outside our unit on the corner of McKenzie street – it is disappointing to see high density housing, in a low density neighbourhood, jeopardising the safety of those utilising our public transport network, and particularly the multitude of school students that embark and disembark school buses at this very point. Additionally, many are elderly who struggle to dodge oncoming traffic. This parking situation is ill-considered and unsafe.

Concerning consistency with character of the neighbourhood, there is no precedent for construction of this size, and this proposal is at best an opportunistic grab at high density housing on a site not designed for this purpose. The deed of trust cites that “suitable buildings” may be constructed – probably not synonymous with “two-story out of character construction”.

Two similarly-purposed developments exist in the area, and are depicted below. At 14 Amundsen Street Belmont (500m away) a single story GenU property is located, and is much more sympathetically constructed to blend in with its surrounds. At 7 Culbin Avenue (150m away) social housing exists in a single story, far less conspicuous form.



14 Amundsen street development owned by GenU

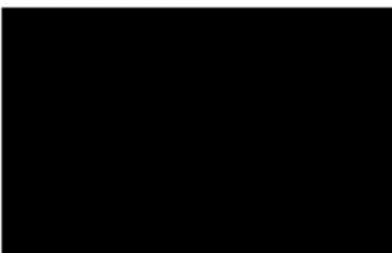


7 Culbin avenue social housing

The nature of social housing, its entire purpose in fact, is to provide suitable housing for those in need of assistance. This should be sympathetic, inconspicuous, and allow occupants to occupy a niche in a neighbourhood that facilitates integration, community and belonging. Residents deserve to feel comfortable and part of an area, rather than sardined into a high density, tightly packed construction built upwards in order to create more spaces. In the interests of harmony and community, the lack of precedent for the McKenzie Street dwelling requires attention. The community do not oppose the nature of the housing – we begrudge the impact of uncharacteristically large construction in an area where it is not appropriate.

I look forward to your adequate consideration and resolution of these issues.

Yours sincerely,



8 McKenzie Street Belmont 3216**Objections to Planning Permit proposal PP1253-2020 for construction of multi dwellings at 1-5 McKenzie and seeking waiver of carparking.****Details of your objections (How does this application directly affect you?)**

I live at 8 McKenzie Street diagonally opposite and north-west of the proposed development and have I have been resident at 8 McKenzie Street for 36 years. The charitable community efforts of Genu are commendable and I appreciate that social housing should be part of the mix in today's neighbourhoods. This has been the case with the presence of Baxter Homes (now called Genu Homes) in McKenzie Street since the deed was created in 1960s thanks to land being donated by community/business leaders, and I understand that Godfrey Hirst who is associated with the historic Royd Mansion next door was one of those involved. However, this application by property developer Urbis on behalf of Housing Choices Australia (HCA) which acts as Genu's site-manager partner, is based on too many assumptions and overlooked key points to accept it unchallenged.

I am genuinely concerned that this development, if successful, carries major risks to safe traffic movement, acceptable levels of parking on McKenzie Street, introduces negative impacts to neighbourhood amenity for myself as well as my neighbours and will radically transform neighbourhood character by imposing 2 x 2-storey apartment blocks that will occupy and visually dominate >50% of the east side of the 110m short developed section of McKenzie Street and >50% of the adjoining narrow Banks Court (80m long). Both are 'no through' roads. I would say that is misleading to continue regarding McKenzie Street as 'a Street'. A large portion of the north end has been degazetted and sold off as private land. Essentially McKenzie forms an L-shaped court joined together with Banks Court. This constraint is not appreciated from a neighbourhood character, traffic management and parking perspective, nor the fact there is only one entry/exit point to this area onto the Mount Pleasant Road Zone.

There are considerable uncertainties within the proposal that have not at all been transparently or adequately addressed in the supporting documentation. There are also technical issues with respect to use of incorrect zoning and incorrect clauses used. This is confusing as the application refers to our neighbourhood as zoned as GRZ (General Residential Zone) and seeks to deal with GRZ related clauses 32.08-6 (to build more than two dwellings on a lot) and 52.06-3 (reduce the statutory car parking requirement). The relevant zoning from what I can see online for McKenzie Street is NRZ (8) (Neighbourhood Residential Zone) to which schedule 8 applies. It has different clause numbers on these points (e.g., 32.09-6 to construct more than two dwellings on a lot and 52.06-06 to reduce car parking requirements) and schedule 8 carries the requirement to address clauses 54 and 55. No attempt has been made to explain this or why the application was not updated at least with a cover explanatory about these statutory technicalities.

The proposed development is more realistically described as two x 2-storey apartment blocks (one of 18 dwellings to the north and a second of 11 dwellings to the south). These are proposed to replace the existing 16 single storey units which are claimed to have reached the end of their asset life. This is essentially a double apartment block proposal with a >50% footprint on the immediate local neighbourhood and no attempt has been made to assess this against neighbourhood character other than to fit it under 2-storey development allowed by the NRZ zoning. The applicable NRZ applying to our neighbourhood implies '*incremental change areas*' (as does the GRZ). Seen properly in context, (instead of evaluated only unto itself as much of the proposal does) the potential development the carries the likelihood of *substantial* and radical change resulting in major impacts in a mere two-year timeframe. 'Substantial' is not a feature of the

documentation for NRZ which is described as *“Applied to areas where there is no anticipated change to the predominantly single and double storey character. Also, to areas that have been identified as having specific neighbourhood, heritage, environmental or landscape character values that distinguish the land from other parts of the municipality or surrounding area.”*¹ Apartment blocks are not a character feature of the immediate neighbourhood, nor taking a wide sweep over Belmont generally and present a massive change to the streetscape and neighbourhood character of McKenzie Street and the adjoining Banks Court.

This is extremely distressing and concerning especially since this application seems to have been advertised within a noticeably short time after the pre-application meeting held in August 2020. Overall, it seems to have been rushed through and perhaps explains the alarming inadequacy of the supporting documentation.

A major weakness of the proposal is that it is fully contingent on an assumed occupancy profile of an aged/elderly cohort of disadvantaged background being assured. The associated assertions made about presumed car needs of this cohort have resulted in the justification for only 13 onsite carparks and conclusions that presume light inconsequential traffic movements for the neighbourhood. The first key problem is, though the waiver of car parking is predicated on a particular kind of occupancy, the assumed occupancy profile is not enforceable by any means. Any deviation from the occupancy profile results in entirely significant different demands and impacts on car parking and traffic movements on McKenzie Street, yet these realities are completely ignored. The second key problem is that at some future stage, financial decision making of the Genu Board could result in the site being sold, in whole or part, into private or other ownership - also resulting in radically different parking requirements and traffic movements.

On the first key point, it is clear the existing deed for Baxter Homes (now Genu Homes) was set up for the disadvantaged aged/infirm of either sex, but this has been disregarded by Genu in recent years. This could easily occur again as there are no enforceable mechanisms to prevent a change of occupancy use. Given the deed provides Genu with the right to sell the complex in whole or part to private (or other ownership) this inspires zero confidence in the documentation supporting the proposal. On the second key point, this combined with the variance in occupancy means there are any number of real scenarios that completely invalidate the parking assessment. For instance, what if the developed property was sold to an investor keen to use it for student accommodation for Deakin University? Young students cannot be guaranteed to catch buses and many prefer to drive. Likewise, young professionals suited to small apartment living are likely each to own cars.

The carparking waiver seeks to allow a shortfall of 21 spaces in a development of 29 units (25x1BR and 4x 2BR) that otherwise by mandatory statutory planning rules requires 34 on-site, off-road parking spaces. It is astounding that a development of this scale is seeking such a major waiver of car parking. I note that for formal public housing projects, the official document ‘Facilitation of Public Housing - Consultation Information, May 2017 expressly states regarding any desire to waiver car parking that *‘Not more than 10 dwellings are developed on the land’*. As such 29 dwellings clearly sits well outside the 10-dwelling threshold being considered for a car- parking waiver for a normal public housing project. However, this proposal is not titled under any category of public housing, community housing or community care accommodation available under the planning scheme, it is for a multi dwelling development with no reference to any special use in its title. According to the planning application it is clear the property covered by the deed for Baxter (now Genu) Homes is not subject to any agreements such as a s173 or any encumbrances. If

¹ ‘Using the residential zones’, Planning practice note 91, December 2019.

approved and developed, there are no controls or any enforceable agreements as to purpose under the planning scheme. Plus, as mentioned before the two apartment blocks could be sold in whole or part in the future.

Any variations of occupancy profiles challenges assumptions in the supporting documentation and completely invalidates the modelling provided by One Mile Grid (OMG) consultants. OMG's report only looks at the traffic movements internal to the proposal with an assumed aged/elderly occupancy cohort residing at 1-5 Mckenzie Street. OMG does not take a contextual view of the existing residents' use of the street and other longer-standing development proposals understood to nearly 2 years in the pipeline that can be expected to be advertised soon. An overriding concern is the way a Melbourne review report has been interpreted by OMG to justify the waiver of statutory mandatory parking provision and allocate .44 vehicles to each of the 29 dwellings to be constructed. Official census data and studies more relevant to Geelong are disregarded and there it the 10-dwelling cap mentioned above considered for waivers of car parking for formal public housing projects.

Given the major negative impacts of these issues to me and undoubted shared by my neighbours, I am compelled to challenge the assumptions and my reasons are set out below.

The aged cohort occupancy profile – this cannot be guaranteed.

1. The traffic modelling is predicated on a particular kind of occupancy being maintained comprised of aged occupants as envisaged by the original Baxter House deed which specified 'forever held used occupied and enjoyed by *aged deserving or infirm persons of either sex.*' All the traffic modelling assumes light vehicle impacts which are inward looking to the needs of an assumed aged/elderly occupancy cohort of low socio-economic status housed at the development. However, there is no legally enforceable mechanism in the proposal to tie Housing Choices Australia (HCA) or Genu to ensuring the described target occupancy, there is no special zoning in the planning scheme to control this as an ongoing use, nor any indication that a planning document and agreement will be developed to do so either.
2. Originally the deed was managed by the Geelong and Western District Ladies Benevolent Association (GWLBA), a charity which set out the rules and bylaws for the property. The GWLBA did a great job as all residents on the street coexisted without any issues at all while the GWLBA was in charge. The GWLBA was deregistered on 21 August 2003 yet it was not until 2015 its charitable status was revoked by the Australian Commission for Charities and Non-Profits.² A year later, the Brotherhood of St Laurence (the original site owner) amalgamated with Karingal and now trades as Genu. Genu operates in partnership with HCA as its property manager and HCA in turn is allied with Urbis, its property development consultants/associate. Genu's strategic plan 2019-2024 clarifies that its charitable mission caters for '*people with disability, the unemployed, people experiencing disadvantage, students and older Australians.*'³

Evidently there was no governance or mechanism put in place that complied with the original deed to cater for the eligible elderly and infirm and there is no evidence of any clear and solid mechanism to do so for the future in the documentation provided with the planning

² Australian Commission for Charities and Non-profits. <https://www.acnc.gov.au/charity/39fc646dcf62b90e1eb2bfeccd14ff9a>.

³ "Who we are", Genu Strategic Plan 2019 – 2024, Genu Website www.genu.org.au

application. Although the letter from Genu partner HCA to Urbis states, '*HCA and Genu intend to honour the original deed*' and says its '*financial feasibility 'uses aged persons (singles & couples) as the only cohort to be housed in the proposed redevelopment*', the comment is not binding or even realistic given the social and charitable challenges that Genu clearly responds to as part of its charitable mission.

Added to this, a profoundly serious concern is that the deed allows for the ***sale of all or part of said land or improvements***. By the deed, proceeds would fund the development of homes for the disadvantaged elsewhere in Geelong. The strategic plan of Genu has a section dedicated to financial sustainability which clearly states the tension its board and management faces between its charitable mission and need for financial sustainability. This means the assumptions about parking and vehicle movements are based on factors exclusively tied to an occupancy type that could be abandoned by any decision of the Genu board if at some future date demands on its services and financial sustainability warranted it. Foreseeably, Genu could also wish to capitalise on its asset on prime real estate at 1-5 McKenzie Street through auction or private sale to fund other projects to '*support Genu's continued development of supported accommodation and investment back into our communities.*'

3. There is absolutely no account taken of these very real scenarios in the traffic or car parking documentation provided. This creates a very uncertain and unacceptable situation for existing residents like me impacted by the proposal. Neighbourhood character and resident profiles could significantly change; we all have a right to 'age in place' and access the support systems that enable this yet some of the likely outcomes of this uncertainty will make using the McKenzie Street dangerous and inconvenient. The short 110 metre single access street way will be overburdened by parking demand and traffic which will have unacceptable impacts on our neighbourhood lifestyle and amenity which I and my neighbours (including older residents of Baxter [Genu] Homes) strongly value.⁴

Low rates of vehicle ownership/reliance tied to low socio-economic status- this is a questionable assumption.

4. The assumed low vehicle ownership is based on an occupancy profile of low socio-economic status and OMG uses outer Melbourne statistics from a 2017 DHSS government-commissioned report prepared by Greg Tucker and Associates (GTA). The purpose of the GTA report entitled *Review of Social Housing Car Parking Demands: Car Parking Studies* was intended to support the increase of social housing in Melbourne and to dispense with car parking requirements considered outdated considering easy access to superior modern public transport. One purpose of the *Review* was 'form a basis for considering the introduction of specific Social Housing car parking rates to the Victorian Planning Provisions' and 'to provide certainty of consistent application of altered car parking requirements, it *may* be relevant to be incorporated within the Victorian Planning Provisions'. There is no evidence I have found in the supporting material or on searching the internet that this *Review* ever achieved the status of an incorporated document for the purposes of the VPP or the Geelong Planning Scheme, yet the report is used by OMG to justify only 0.44 vehicles per dwelling in the 29-apartment proposal- to justify the provision of only 13 onsite parking spots. As noted earlier in my

⁴ Pam Clark a longer standing resident was interviewed by the *Geelong Advertiser* on 16 February 2021 in relation to her concerns about the development and how the occupancy mix at the Homes has changed in recent years affecting her in a negative way.

introductory paragraph the development far exceeds the 10-dwelling maximum considered in 2017 for a car parking waiver for clearly identified formal public housing proposals.

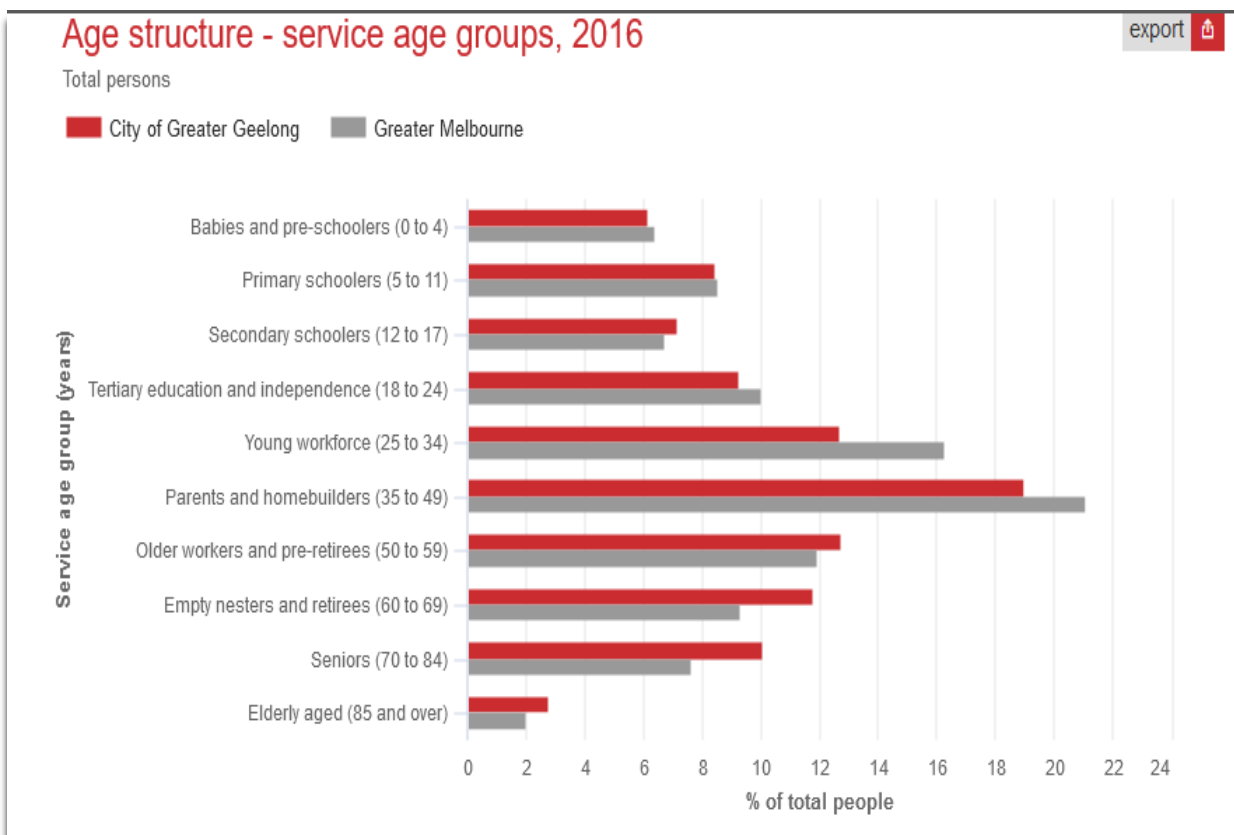
5. This interpretation by OMG of the *Review* and the transposition of Melbourne data to a regional area and to Belmont seems flawed and misleading. Melbourne has a more sophisticated public transport system based around an extensive network of trams, trains and light rail with greater flexibility, frequency and choice of service than exists in Geelong's bus system. What justification is there for ignoring the data in other government reports and local data drawn from the census that would have been more worthwhile and valid to use? City of Greater Geelong's own *Integrated Comprehensive Transport Plan 2015* reflects this census data.⁵ In any case, with respect to the above *Review*, and referring to figure 2.1 on page 4, GTA's discussion compares differences in vehicle ownership between private and social housing and the *Review* itself clearly states '*Social Housing car ownership [is] increasing at a sharper rate than private housing within outer and regional areas*'.⁶
6. While the challenge expressed in *Geelong's Integrated Comprehensive Transport Plan* is to increase exercise to reduce health issues such as diabetes, this aim is required to *take into account realities of terrain*. Walking trails around Barwon River afford great exercise opportunities for walkers, joggers and cyclists of varying ages, however former access ways shown via Araluen and Exeter on Figure 1 of OMG's report no longer exist which means there are no walking or cycling shortcuts down to Barrabool Road to reach the Barwon River trail. Although the pre-amalgamation council engineer had advised in the 80s that the unmade part of McKenzie Street could be developed as a landscaped walkway for neighbourhood access to the Barwon River common, this option no longer exists due to the lower northern section of McKenzie Street being degazetted and is private land owned by the caravan parks. Realistically speaking, an aged/elderly cohort, unless fit and mobile and not suffering any other health problems, is very unlikely to have used these former accesses to navigate the steep terrain to the river anyhow and would have relied on other vehicle means to do so. The difficult terrain issues involved with walking are described later below at points 11-14.
7. Furthermore, any reading of the report reveals that the way the report has been interpreted by OMG is not congruent with what GTA says after analysing all the available data. GTA *acknowledges discrepancies in sources regarding parking in middle and outer Melbourne* and its summary and recommendations at section 5 are *focused on inner Melbourne* and its four councils. Inner Melbourne has excellent access to public transport. This level of service in principle reduces the need for vehicles and bearing this in mind, GTA proposed statutory implementation that would create parking overlays for social housing in *inner Melbourne* with the provision of 0.5 vehicles for 1-2 BR dwellings, 1 vehicle for 3+ BR dwellings and .1 vehicles for a Rooming House. This 0.5 ratio for 1-2BR dwellings in inner Melbourne with superior transport exceeds the .44 ratio recommended for the Genu Homes development. Since OMG aligns its rationale with regions being on par with outer Melbourne, and since GTA acknowledged the greater reliance on vehicles in Outer Melbourne, it stands to reason that if recommendations were made by GTA for outer Melbourne and the regions, the car parking allocations would be much greater than 0.5 per dwelling. If the report had formal validity with respect to Geelong (and evidence of this has not been found on an internet search) this in turn

⁵ *Integrated Comprehensive Transport Plan*, March 2015, City of Greater Geelong.

⁶ GTA, *Review of Social Housing Car Parking Demands: Car Parking Studies* 2017, pages 4- 5.

would have imposed higher vehicle rates to Geelong than those assumed by OMG using GTA’s *Review* . As stated, GTA expresses uncertainties about the data for middle and outer Melbourne and notes that residents were not surveyed when DHSS gathered the data that GTA relied upon for its report.

8. The interpretation of GTA’s Melbourne *Review* is therefore challenged regarding the OMG recommendation of 0.44 vehicles per apartment at the proposed development. The Melbourne *Review* does not seek to reflect regional reality regarding age profiles and vehicle ownership, its recommendations solely relate to inner Melbourne. Alongside this, the age structure of Greater Geelong is different compared to Melbourne with greater numbers of older residents in Geelong across all age brackets of 50-59, 60-69, 70-84 and 85+ (see table below drawn from census data). ⁷ The table shows the greater % overall of older citizens in Geelong (red) compared to Melbourne (grey) for ages upward of 50.



Census data - Age structure service Groups 2016 (see source at footnote 7)

9. Against this backdrop, census data is tabulated below for vehicle ownership in Greater Geelong’s low socio-economic suburbs (Norlane/North Shore, Whittington, South Geelong-Thomson-Breakwater and Corio) and compared to both Melbourne Metro figures of 83.9% that own a car and 8.5% that do not. Of interest is that Belmont which has a high percentage of older residents shows a higher % than Melbourne of individuals that own a car. ⁸

⁷ Source <https://profile.id.com.au/geelong/service-age-groups>

⁸ Disadvantage Small Areas, SEIFA <https://profile.id.com.au/geelong/seifa-disadvantage-small-area>.

The rest of the data supports the common observation that regardless of socio-economic status and age a large percentage of people own a car. Although the census figures do not isolate exact percentages for the aged of low socio-economic status, this aged/elderly group is clearly represented in the high figures of vehicle ownership for suburbs of low socio-economic status. This challenges the assertion in OMG's report that those of low socio-economic status cannot afford cars. Additionally, the 2017 GTA Melbourne *Review* also acknowledges the reality of 'forced car ownership' for individuals in social housing as they have less choice regarding the convenience of their accommodation to the places they regularly need/want to travel to during the day. Though this most likely affects workers more than an aged cohort, there is no guarantee that non-aged would become owner-occupants of the site if the apartment blocks were sold to private or other ownership, or Genu defaulted again to allow occupancy at the property contrary to the original deed.

Geelong Low Socio-Economic Area	% own car	% do not own car	Melbourne % own car	Melbourne % don't own car.
Norlane/North Shore	68.7%	16.2	83.9%	8.5
Whittington	76.7%	10.6	"	"
South Geelong-Thompson - Breakwater	78%	11.1	"	"
Corio	80.3%	7.5	"	"

BELMONT				
Belmont	85.1%	7.7	"	"

Source: City of Greater Geelong Information online drawn from census data on car ownership.⁹

10. When the age structure of the low socio-economic suburbs and Belmont is considered against the table above, it is reasonable to conclude that a large percentage of older people aged over 65 get around in their own cars regardless of socio-economic status. Whittington has higher number of aged in the various age brackets than other areas, yet still reveals a car ownership percentage of 76.7%, despite the suburb having similar access to a bus service as Belmont. Therefore, OMG's assumptions about car ownership and low socio-economic status cannot be validated in the manner assumed in the documentation supporting the development. It is not discriminatory to assume older citizens will not own a vehicle or wish to drive to get their shopping or for entertainment/recreation? Low socio-economic status cannot be unarguably translated to forgoing vehicle ownership without clear proof in the face of real census data for Geelong, especially since it is being used to override a mandatory statutory requirement for 34 onsite vehicle spaces resulting in a shortfall of 21 spaces that will need to be accommodated on the 110m made section of McKenzie Street.

⁹ City of Greater Geelong Car ownership <https://profile.id.com.au/geelong/car-ownership>.

Low Socio-economic suburb	Age %65-69	Age %70-74	Age %75-79	Age %80-84	Age %85+
Norlane 2016	5.3	4.3	4.3	2.5	2.3
<i>Norlane 2041</i>	5.2	5.0	4.1	3.2	2.4
Whittington 2016	6.1	4.6	3.5	2.4	3.1
<i>Whittington 2041</i>	6.2	6.4	6.5	5.6	7.8
Thompson Breakwater 2016	5.0	4.4	3.7	2.8	1.7
<i>Thomson Breakwater 2041</i>	5.2	4.7	4.1	3.6	2.5
Corio 2016	4.8	3.4	2.5	1.8	1.1
<i>Corio 2041</i>	4.8	4.3	3.9	2.9	2.4

Belmont	Age %65-69	Age %70-74	Age %75-79	Age %80-84	Age %85+
2016	5.1	4.1	3.2	2.9	4.4
<i>2041</i>	4.8	4.5	4.2	3.4	4.8

Source -City of Greater Geelong Population and Age Structure (existing 2016 & 2041 projections) ¹⁰

Assumption of walking or using public transport to shops and public space.

11. There is a critical assumption around foregoing vehicle use and the mandatory car parking provision that tenants will engage in walking to shops and to use recreational public space. Short times are stated in OMGs report for distances to these. However, Planning Practice Note 22 on Car Parking states *'The site and locality must be conducive to walking and cycling as an alternative to car use'*, yet OMG's documentation completely fails to report the topography of return trips from the listed amenities – all feature steep terrains that would make walking home challenging if not completely unrealistic for the purported aged/elderly occupancy cohort. It is also noted that a closer inspection of the apartments shows they have been designed with disability access in mind. Motorised mobility vehicles could perhaps cope with this terrain, and I do not know the situation with electric wheelchairs but this is not discussed at all.
12. Using Google Earth's elevation tool, the proposed car entrance to the development is situated at an elevation of 45m. Heading west to the roundabout at Shannon Avenue (to Coles Express or King Lloyd Reserve) involves a drop in elevation to 12m at the roundabout resulting in an 33m elevation change over 660 metres. Once at the roundabout, proceeding to King Lloyd reserve (or Balyang Sanctuary which is a more likely attraction) is easier at a steady 4-6 m elevation, but proceeding uphill to the intersection at Fyans Street to the north involves ascending again to an elevation of 28m. If the walker planned to go to the Highton Shopping Centre, this is a further 800 metres uphill along Barrabool Road involving an elevation change to 18m at the shops from 12m elevation at the roundabout.

¹⁰ City of Greater Geelong Population and Age Structure <https://forecast.id.com.au/geelong/population-age-structure>

Heading east, a walking track off the corner of Thomson and View Street is available to allow a walk to the north east that allows access the river trail over hilly terrain. This access is enjoyed by those fit enough to use it on foot or bike, I have never seen any sort of motorised mobility vehicle on the walking trail around the river. This terrain has not been described with reference to the assumed aged/infirm cohort to be living at the redeveloped Baxter / [Genu Homes], yet they are assumed to forgo vehicle ownership and walk or bus to services and recreational amenities.

13. Heading south-eastward on foot to the smaller High Street Coles involves mostly downhill from 45m to 37m followed by uphill again to 39m at the rear carpark assuming the route is through the backstreets to the southeast. Visiting the larger Coles further north along High Street involves an 835 metres downhill walk from Mckenzie Street along Mt Pleasant Road from and elevation of 45m downhill to 18m elevation at the traffic lights at the intersection of Mt Pleasant Road and High Street followed by a further 270 metres downhill to reach a much lower 8m elevation at the entrance to the shopping centre. Overall, this is a change in elevation of 37 metres over 1.05kms from home base. McDonalds and Nando's takeaways are also on the hill south west of the large Coles.

It is not difficult to understand the physical challenge of walking this terrain especially if loaded with shopping on the return trip home. Simply put, it is highly unlikely and aged cohort is going to do much in the way of walking to amenities and so will be reliant on vehicles, taxi or bus.

Catching the number 42 bus is feasible – at the large Coles there is a stop with a shelter on the busy High Street not far up the hill for the return home, but a reasonable walk would be involved from the smaller Coles (and Aldi) to get to the no.42 bus stop on Mt Pleasant Road near the High Street intersection.

14. The number 42 bus service (if on time) runs daily approximately between 5.30am or so to 9pm, and after 6am roughly 20-30 minutes apart during the week after and an hour apart at the weekend. As far as I understand it a couple of the existing residents regularly use the bus and they consider it excellent and aged/disability friendly. However, not all do and the availability of bus route 42 does not necessarily mean that all future residents will use it and there is no data supplied with the documentation about patronage by the aged. Planning Practice Note 22 also states '*Proximity to public transport is not a sufficient reason for reducing a car parking requirement.* The availability of the public transport service needs to coincide with the hours the proposed use will be operating. An applicant *must demonstrate* that the availability of public transport will decrease the car parking demand. *For example, people associated with a similar or nearby use can be surveyed to determine the number of patrons that use public transport.*¹¹ Given that the proposed occupancy cohort has been flagged to match the original intended cohort, some of whom still live at the Baxter [Genu] Homes, there is no information provided with OMG report that records any sort of consultation or survey of existing residents of Baxter/[Genu] Homes (or like homes with the assumed aged cohort). Likewise, there is no data from local public transport studies to support the assumptions made to waiver car parking based on likelihood of occupants walking and taking bus rides.

¹¹ Planning Practice Note 22, June 2015.

Assumption of 'one [traffic] movement every 12 minutes and 'no impacts' on the road network - there is a gross lack of realistic appraisal of traffic movements in context and consideration of constraints of Mckenzie Street.

15. The traffic analysis only looks at the proposed development internally unto itself without looking at it in context of any current road use by existing residents or factoring in potential other developments yet to be advertised, but understood to already be many months in the pipeline. In addition, no consideration has been given to traffic movements associated with taxis, support workers as well as other day visitors to residences, not to mention the regular sightseers that come to look at the valley view from the north end of McKenzie Street at the top of my access way.
16. No consideration at all has been given to the constraint of McKenzie Street being solely accessible at its south end for entry/exit by residents and the public at large. There is no prospect of alternative access/exit to the north as a significant length of the road reserve has been sold off by the Council as private land around 2003. Except for some of those living at the Baxter [Genu] Homes most, if not all, the current residents in the McKenzie Street and the adjoining Banks Court are vehicle owners and are entirely reliant on using the south end of McKenzie Street to get to and from home via the road network.
17. Excluding Baxter [Genu] homes, there are currently a total of 16 households that have either driveway access onto McKenzie Street or are located in Banks Court and residents' cars must proceed through the 110m length of McKenzie Street. At least 9 of these existing residences (4 on the west of McKenzie Street (including my own)) and 5 in Banks Court are 3/4-bedroom properties and designed to accommodate spaces for 2 vehicles each as required by the planning scheme. The remaining 5 households on the west side that have driveways onto McKenzie Street are believed to be 2BR equating to provision for 5 on-site parking spaces. This amounts to 23 vehicles accommodated by current onsite parking that rely on passage through McKenzie Street.
18. OMGs figures do not include short stay street use and parking associated with these 16 households - including those on Banks Court who must use McKenzie Street for overflow and short stay parking as the court is too narrow to do so. Residents at Baxter/[Genu] homes already need to park on McKenzie Street for overflow parking and use the nature strip on the east side. Together all these existing residences generate day visitors and support workers who park on the street and the unit on the east corner with Mount Pleasant Road uses its McKenzie Street frontage for parking. Traffic movements are also increased by taxis which can expect to increase given the age profile of the neighbourhood and sightseers often drive to the north end of McKenzie Street to take in the valley view and often park too. In that regard the photograph in the OMG report is not at all representative of how the street usually appears when meeting existing traffic and parking demand.
19. As well as the HCA/Genu Homes proposal another two developments are understood to be in the pipeline to be proposed on the west side of McKenzie Street. Though exact details are yet to be published, from knowledge among residents in the neighbourhood appraised of the plans, if approved these could increase the number of onsite parking spaces and vehicle tally from 23 to 32. Again, visitor and other vehicles associated with these additional homes will place further demand on street parking and traffic movement.

20. At present Baxter [Genu] homes are described by OMG as having 5 informal spaces on site for 16 units. Therefore, the total number of properly accommodated vehicles onsite in the neighbourhood is currently 28 using McKenzie Street at present. Should the Genu Homes development be successful in obtaining the waiver, resulting in only 13 vehicles planned for onsite, this amounts to a minimum of 41 vehicles using the 110m-long stretch of McKenzie Street for access. Given the large size of the proposed Genu Homes development, the number of short stay cars and visitors will greatly increase. Overflow parking is directly related to occupancy type and this could foreseeably put an unmanageable burden on the short length of made street.
21. In section 7 of its report, OMG's data acknowledges 3-6 traffic movements per day are calculated as a norm per dwelling for medium to high density areas. Using a lower conservative rate of 4 movements per dwelling OMG concludes that for the 13 vehicles proposed to be accommodated onsite at the Baxter [Genu] Homes, 52 vehicle movements would occur per day with an inconsequential 1 vehicle movement every 12 minutes.

Applying this same approach to the 23 vehicles associated with the other existing residences and their car allocations (excluding the Homes) the traffic movements per day are 92 movements (based on $23/13 \times 52 = 91.99$ (92) movements)).

When the possible increase from the western developments is factored in, an additional 36 movements apply (based on $9/13 \times 52 = 35.9$ (36)).

Using OMG's approach to derive 1 vehicle movement every 12 minutes from 13 cars at the Homes, the other existing cars already contribute 1.76 movements per 12 minutes (based on $92/52 \times 1:12 = 1.76:12$). Add to that again the possibility of 36 movements/day likely with other developments in the pipeline, a further 0.69 movements every 12 minutes will occur (based on $36/52 \times 1:12 = 0.69:12$). Together with OMG's projection of 1 movement:12 minutes, the total movements every 12 minutes would be nearly 3 times the estimate put forward by OMG, i.e., 2.76 (for current use added to the proposed Homes development) increasing to 3.45 (factoring other developments understood to be in train).

Since these figures are based on a conservative 4 movements for each dwelling's cars, it is clear the movement figures could increase by 150% if upper rate of 6 vehicles a day per dwelling was applied.

Importantly, none of these traffic movements factors in day visits, taxi pick-ups and short stay and other movements including sightseers.

22. This increase in car movements and deficiency in onsite parking presents existing residents like me with unacceptable impositions in the future that could result in the short 110m developed section of McKenzie Street being turned into a permanent car park for residents that lack their own on-site car parks at numbers 1-5. The road will become congested and narrowed, subject to regular constrained 3-point turns that will take time to execute within the narrowed roadway, with the northern end inevitably being used as turning circle (as occurs now) for a considerably larger number of vehicles. There is only one way out into the road network for McKenzie Street and Banks Court residents. We do not have an alternative way out if there are long waits exiting onto Mt Pleasant Road.

23. No consideration has been given to the impact of these increased car movements, nor to the delays caused by constraints involved exiting McKenzie Street onto the arterial road zone of Mount Pleasant Road.
24. Mount Pleasant Road is registered as part of the Barrabool Road arterial that accommodates extremely busy traffic flow to and from the Geelong Western Bypass and traffic flow proceeding east up Mount Pleasant Road from the equally busy Shannon Avenue roundabout. Exiting McKenzie Street requires a high degree of vigilance and care in the face of a steady stream of traffic in both directions especially during peak periods. At present turning right can be very risky and difficult owing to oncoming traffic being obscured by a dip in the hill [refer elevation figures described at points 12 and 13] and oncoming vehicles often accelerate up the hill to maintain 60kph and often seem to be travelling faster. Even friends with 4WD vehicles who enjoy higher vantages for looking out at traffic have expressed great difficulty exiting right off McKenzie Street.

The whole situation is compounded by increased patronage of the shopping strip to the west along the north side of Mt Pleasant Road and VicRoads allowing parking all along the kerb frontage of the shops nearly right up to the entrance of McKenzie Street. Visibility is so dangerously obscured, delays in exiting occur and it requires advancing into oncoming traffic to see what is going on before proceeding. Though VicRoads should rectify this situation, it will not lessen the high traffic movements associated with the significant arterial through-route to the bypass or to the traffic movement associated with roundabout connections, the local shops and an extremely popular Cheesecake Shop and café attractions. Other cafés and retail mix could be sited at the shopping strip in the future, further compounding the local parking and traffic movements nearby. Sun glare from the west in the afternoon can add to the difficulties.

Added to this, the space available in the left-hand lane for exiting out of McKenzie Street really caters to only one vehicle giving way/waiting to turn right or left. The significant increase in car ownership and visitation to McKenzie Street guarantees residents using the short 110m roadway to drive out will be delayed with lengthy queuing to move out into the Road Zone especially if waiting for someone to execute a right-hand turn. Understandably, older residents (a likely majority in the neighbourhood) will experience greater anxiety and hesitancy at the intersection resulting in a higher degree of delay and a significant risk of accidents. These safety issues and delays are not considered in the OMG's vehicle movements or modelling.

25. Any sale of part or all of Baxter Homes [Genu] land and any improvements in the future result in a major underestimation of vehicle ownership in the street and completely invalidates OMG's modelling. It is readily foreseeable that with any shift away from the occupancy cohort used for the modelling, the north end of McKenzie Street in front of the entrance to Banks Court will be used more regularly as a turning circle. This turning circle is in front of the driveways to 3 residences which affects myself at no 8 and my immediate neighbours at no 6, no 4 and no 11-15 McKenzie Street and those living in the 4 large residences to the east along Banks Court who need to exit the Court onto McKenzie Street. This situation will rapidly become a traffic hazard. Although my neighbour's driveways to the west are only reasonably sloped, to exit my property I must drive up a 3:1 gradient and cannot see oncoming traffic at

all oncoming on McKenzie Street until I am nearly at the top. Having to stop and brake on the steep gradient to deal with direct oncoming traffic movements in front of me is not safe, practical or acceptable. My immediate neighbour at 11-15 McKenzie Street would have the same problem but unlike me they can exit in the direction of traffic whereas I face oncoming traffic head on.

26. It is noted the apartment design caters for doorway widths required for disability access. No consideration has been given to the possible increase in motorised mobility devices and electric wheelchairs using the eastern McKenzie Street pavement – especially for travel to connect with the bus service which is well equipped for disability access. The issue of safe use of pavements between pedestrians and cyclists is a recognised issue near apartment complexes, but none this has been specifically remarked upon about other forms of transport than bicycles that will use the current narrow footpath. Where practicable the drivers must use the pavement and some these devices can reach speeds of to 10kph and regulations exist to control their use.¹² It would have been reassuring if this increase in use and safety implications had been thought about with a response in OMGs modelling and the design response regarding McKenzie Street.
27. It is also foreseeable that if the HCA/Genu development proceeds alongside other developments in pipeline, until 2023 while the concurrent construction phases of these are underway, residents like me along with others on Banks Court and Mckenzie Street are facing major disruptions, blockages and inconvenience as we deal with construction, trade and delivery vehicles while getting to and from our homes. Apartment builds are recognised to be particularly noisy during the construction phase which is much longer than the build for a large single dwelling. Added to that, a large development is proposed on the west side which will bring its own burden of noise and heavy vehicle obstructions. This compounds the reality that in our L-shaped court structure, we are trapped and hostage to any obstacles and delays to entering and exiting McKenzie Street, limited to the south end. For me development works can mean an increase in road run-off of mud and other rubbish from building materials. This can quickly fill up the stormwater channels and pits on McKenzie Street adjacent to my property which if they become blocked or overwhelmed, present a risk of flooding to my property as has happened in the past. Contractors digging up the nature strip to maintain or upgrade gas and telephony services have always increased mud run off down to my property and the supporting drainage channels and pits. After recent tarmacking road work operations, I found the drain in the upper stormwater channel 70% blocked with the tarry surface amalgam. There are major issues to be addressed in a construction plan but there is no indication of any consideration of this in the documents.
28. The impact of construction activities with concurrent developments on McKenzie Street that increases parallel parking on the street, also impacts access of our council rubbish collection service. No consideration has been given to this which will be extremely difficult for the Council Garbage Collection truck to deal with it. The driver already has problems manoeuvring and must reverse down Banks Court to service the residents there and to allow forward exit off McKenzie Street as there is no turning circle large enough on the Court. During construction and post construction, picking up the existing rubbish bins will be difficult with construction

¹² Regulations covering motorised mobility devices.'

https://www.aph.gov.au/Parliamentary_Business/Committees/Senate/Rural_and_Regional_Affairs_and_Transport/MobilityScooters/Report/c03

vehicles and later, cars blocking the kerb. The Council Garbage service generates enough noise, but with developments being proposed, myself and my neighbours could be dealing with 3 different lots of noise associated with 3 different garbage services as new developments like Genu seem to be planning to have their own.

'Incremental change area' – The rate of change and impact on neighbourhood character is not consistent with a reasonable understanding of 'incremental'.

29. Seen in context, the scale of overall imminent development hardly satisfies the notion of 'incremental change' implicit in the zoning of NRZ which applies to McKenzie Street. The degree of change is rather more consistent with 'substantial' which is not a feature of the NRZ in the residential zones document referenced at the top of page 2.

Currently the total number of residences on McKenzie Street and Banks Court is 30 (including the 16 Baxter[Genu] Homes). The HCA/Genu proposal increases the Genu Homes from 16 to 29, representing an increase of >181% within that site. If the HCA/Genu development proceeds, the total number of residences increases to 43 which represents >143% increase for the immediate neighbourhood overall. Added to that and factoring in developments in pipeline, if approved, the figure could increase to 52 new homes representing a >173% increase within 2 years.

These are huge impacts all at once that do not seem to satisfy any sensible notion of 'incremental change'. Instead, they, along with the real risk of completely different occupancy cohorts at the Genu Homes, carry the prospect of significant negative demands on traffic and damage to neighbourhood character and amenity – none of which is accounted for in the proposal.

Add to this my remarks below about adding two apartment blocks which will completely dominate McKenzie Street and Banks Court for 50% or so of their length.

Alleged consistency of two storey bulk with neighbourhood character – this does not reflect the character of the area affected by the proposal or the surrounding area generally.

30. It is acknowledged the NRZ allows for single storey and 2-storey development to a maximum height of 9m. Also applicable are objectives around housing diversity. However, it flies in the face of common sense and fairness to accept that apartments not more than 2 storeys should fall under 'two dwellings or more' for planning applications. The effect of this is to allow a neighbourhood assessment to determine that not one *but two large apartment blocks* side by side fit with 'two storey character'. Contrary to the report, the 2-storey bulk proposed over such a large area (comprised of 3 lots, numbered 6, 7 and 8 on the title) is not consistent with existing neighbourhood character. More significantly, there are no bulky apartments like this anywhere in Belmont that I can think of in an NRZ. McKenzie Street and Banks Court must fall under the shortest roadways under Council management in Belmont, if not Geelong, yet the proposal represents a *significant domineering intrusion and massive footprint of an entirely different kind of build especially when considered in such short street scapes*.

All the older surrounding houses that are two-storey (and given their vintage) are presumed to be all less than the old 6m height limit and are of a traditional, less bulky design. The units built by Malischev Homes on the south west of McKenzie Street are about 40 years old and are single storey as are the brick units fronting Mt Pleasant Road to the south of Baxter[Genu] Homes. Of the properties on the west side of Mckenzie Street, Nos 2, 4, 4a, 6 and 8 Mckenzie

Street are also limited by the old height rule, No.4a is single storey, and no 8 likewise (except for one upper bedroom to the west and the property is not visible from the street). Though the newer larger and more bulky buildings along Banks Court visually seem to depart from the old height restriction and neighbourhood style they are set into the hillside which minimises their height impact from the street. Buildings on the west side of Royd Grange Court are single storey as are the units on the south side on Mt Pleasant Road. Most of the dwellings along Mount Pleasant Road and adjoining streets in the NRZ are single storey and double storey is the exception. You really must drive west along Barrabool Road to the new housing estates closer to the western growth on the rise towards the bypass to see a dominance of modern 2-storey single dwellings built only in recent years with higher height controls.

This apartment complex is really a first being proposed for Belmont and entirety of the NRZ(8) regardless of recency of build. Consequently, this proposed development is completely out of step with current built form over a much wider area than the immediate neighbourhood. As such I think it is fair to say it is inappropriate to impose this on such a small streetscape that it will completely dominate. Furthermore, it will also dominate the skyline looking south and is not in keeping with the variety of two-storey styles that now characterise this aspect.

The presumption of an aged cohort and the need for only 13 onsite spaces – the unaddressed impact on available kerb space in McKenzie Street to deal with overflow of parallel parking.

31. Any change to the occupancy carries the prospect of a significant shortfall in parking provision and parking demand being met by kerb space on McKenzie Street used for permanent parking. The McKenzie Street frontage to the proposed development is only some 56 metres long and would not accommodate any shortfall in parking provision to accommodate the overflow of 21 vehicles that could occur in scenario of more occupants having cars. If the proposed waiver of car parking for such a high-density development was approved, a potential 21 vehicle overflow would require $21 \times 6.7\text{m} = 140.7\text{m}$ of kerb space (based on design standards for parallel car parking (clause 52.06-09)). This overruns the total available 110m kerb length on the east side (which will be further shortened by the pedestrian access (2m?) and vehicle accessway (6m+) to the development). The kerb space on the west side includes 8 driveways and allowing for 3.6m width each reduces available kerb space by 28.8m to 81.2m. Not accounting for further reductions from 'no parking' close to corners, the total kerb space of McKenzie Street is around 181m which only accommodates at total of 27 vehicles parallel parked at capacity. Therefore, the 21-vehicle shortfall in the development alone would use 78% of the available kerb space. This can hardly be considered acceptable when considering the existing short stay used associated with current residences not to mention the effect of considerably narrowing the street. This 21-vehicle overflow/78% demand scenario is quite possible in the following situations:

- a) Within community/social housing use, any deviations from the occupancy cohort that leads to more residents with cars. This will result in the need for street vehicle space well above the onsite allocation. There will also be an increase in short-stay visitors to the 29 apartment dwellings that will need to park in the street.
- b) If the complex were sold to private or other ownership, the demand would significantly increase. Couples could purchase or rent the 1BR apartments meaning more than one vehicle could be required by each of the 25 or 1BR apartments. In addition, since the 2BR could accommodate 2 couples renting, there could be a

possible 4 vehicles each for each of the 4x2BR apartments. This amounts to an unsustainable 66 vehicle scenario for this site alone.

Banks Court is not suitable for parking at all, owing to its narrowness and the sloping south face that eliminates a level nature strip. The court already caters to increased traffic movements associated with the 4 large family residences there. As mentioned earlier, there are Banks Court residents already using McKenzie Street regularly for overflow parking.

32. Overall, there is a concerning lack of any control by the Council over this proposed development if approved and realised. As far as I understand it, s173 agreements can apply to properties being developed as affordable housing and example agreements are available online. These examples show that provisions can address a range of matters including restrictions on future use of the land and observance of laws etc. As mentioned earlier, there is absolutely no impediment that could prevent Genu as owner of the land and improvements to dispose of it in part or whole.

It is HCA (and not Genu) that is registered as a public housing provider and subject to the oversight of the Victorian Government's Director of Housing. However, HCA does not seem to have voluntarily registered under the oversight of the National Regulator of Community Housing either.¹³ Nor has Genu.

Assuming the development has the formal status as to purpose as public or community housing (and it is not clear that it does), it is to the Director of Public Housing that other tenants and ourselves as resident neighbours must go if there are any issues at Baxter[Genu] Homes.¹⁴ HCAs own website sets out how complaints are managed and since there is no caretaker proposed for the site that neighbours can easily contact to resolve issues locally (especially around potential negative behaviour on the part of unsupervised residents if a large younger possible cohort was housed at the apartments); complaints must go to HCAs distant Melbourne office and delays in addressing matters are likely.

The online information provided by HCA and the Director of Housing makes it clear that antisocial and criminal behaviour are matters for the Victoria Police. These sorts of behaviours are real possibilities as there are no enforceable controls on the occupancy cohort. Until the last couple of years, I had never directly experienced any issues with the residents at the Baxter [Genu] homes. Recent negative experiences seem directly attributable to Genu departing from catering to the intended beneficiaries of the deed.

33. The arborist's report recommended removal of all trees on the site with the exception of four large trees that the council is responsible for on McKenzie Street. However, I note the landscape plan shows that one of the four will be removed, presumably to construct the vehicle access to the proposed onsite parking. Another large sugar gum which is a prominent feature on the south side of Banks Court within the property boundary is also set to be removed. I have not had time to investigate the significance of this tree with the Aboriginal community but I understand that local knowledge among the residents at the Homes suggests

¹³ 'National Register of community housing providers', National Regulatory System Community Housing, https://www.nrsch.gov.au/national_register.

¹⁴ 'Making a complaint about Community Housing,' <https://www.vic.gov.au/making-complaint-about-community-housing>

there is a known connection. The arborist and the other supporting documents have not addressed this possibility.

34. The landscape plan provides for ironbark trees (type not named) to be planted around the perimeter and I note that the landscape plan provides for 15. However, this development is in an NRZ with a Schedule 8. Part 4 of Schedule 8 stipulates the requirements of clause 54 and 55 are to be addressed. The landscaping section states one canopy tree per dwelling which suggests 29 trees capable of canopy. There are 29 dwellings in this proposed development and only 15 trees that can be regarded as capable of 'canopy', the other banksia plantings would not seem to comply with the purpose of canopy. This issue has not been addressed in the documents. Regardless of plantings capable of canopy, and those banksias included in the landscaping, it will take some time for these to provide screening for neighbours to soften the significant visual bulk of the development along most of McKenzie Street and Banks Court and the ironbark trees to mature enough to perform their environmental canopy role required by the planning scheme.
35. Removal of mature trees is always distressing as they play a role for bird and native animal habitats – a factor that is not considered at all in their destruction during development. The neighbourhood has already experienced the devastating destruction of a large stand of mature gums and other natives at the property line between 4a McKenzie Street and the downhill adjoining land at 38 Victoria Terrace (see image below). This action was inexplicably carried out by the departing owner of both properties in the space of a few days after he had already sold them to developer interests. The original previous owner whose family originally owned no 4 and built 4a was an active and well-respected community-minded neighbour and great lover of native birdlife. Some of the trees were likely already present when No 4 McKenzie Street was built by the family decades ago (and later 4a). The previous original owner was committed to preservation of habitat. The loss of this asset and habitat to native birds and other small native marsupials such as ringtail possums to the surrounding neighbours is immense. Tragically it can never be replaced.
36. Our neighbourhood has become aggressively targeted of late by developers. The destruction of mature tree canopy that has been a feature of the neighbourhood for decades is being brutally decimated. The impact and visual aesthetics are evident looking southwards to the north elevation from Barrabool Road (refer image below). Some long-standing mature trees have already been destroyed, others are understood to be under threat and this proposed development just adds significantly to the great burden of loss occurring rapidly over an incredibly short timeframe close to our homes.

The two-storey development proposal will be sited directly above the buildings to the left of the image below and will present a highly visible and bulky intrusion on the skyline between the present softer view to the west (to right of image), and the Royd Grange Mansion immediately to the east. It will be years before the new plantings make any difference.



37. Overall, I consider the proposed development as potentially unsafe and disastrous for the neighbourhood. It carries the risk of creating a hazardous traffic situation and negatively impacting amenity, lifestyle and ultimately property values.

There are huge uncertainties surrounding this proposal when it is considered properly in context with the history of departure from purpose of the deed, the possibility of sell off when completed, traffic impacts on the safety and convenience of the local neighbourhood as well as factoring upcoming development proposals.

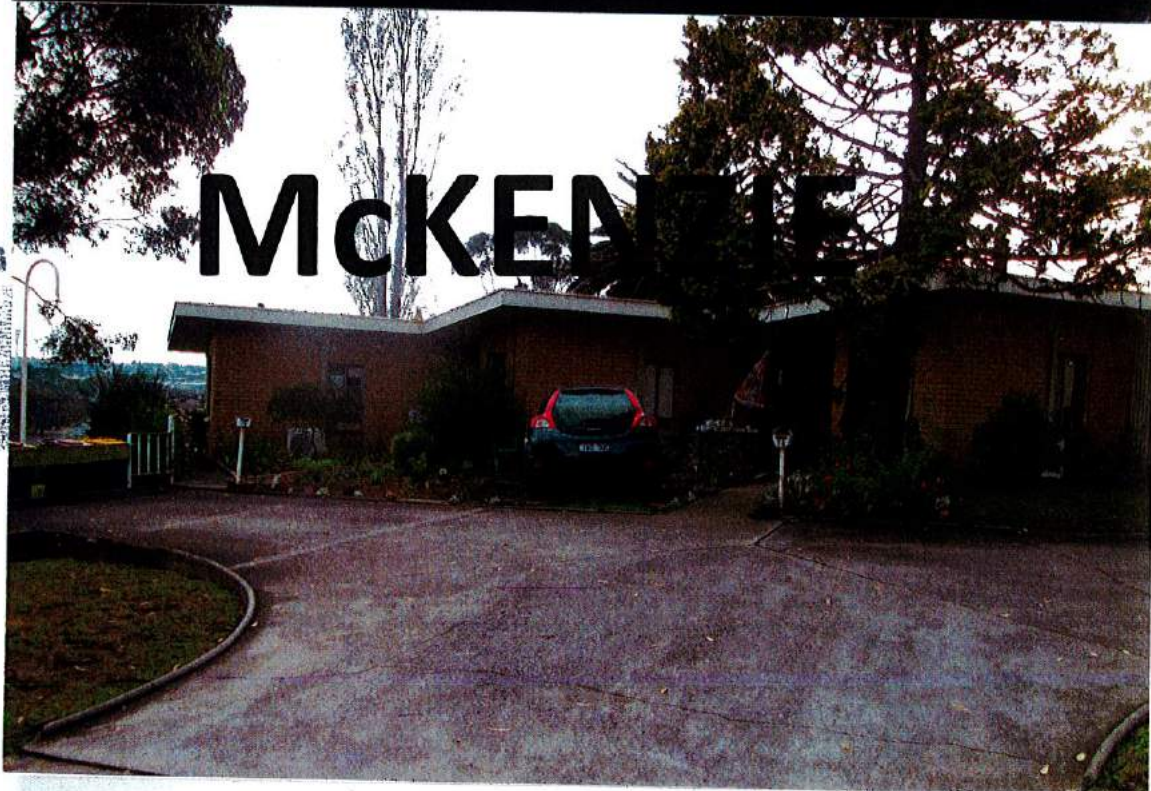
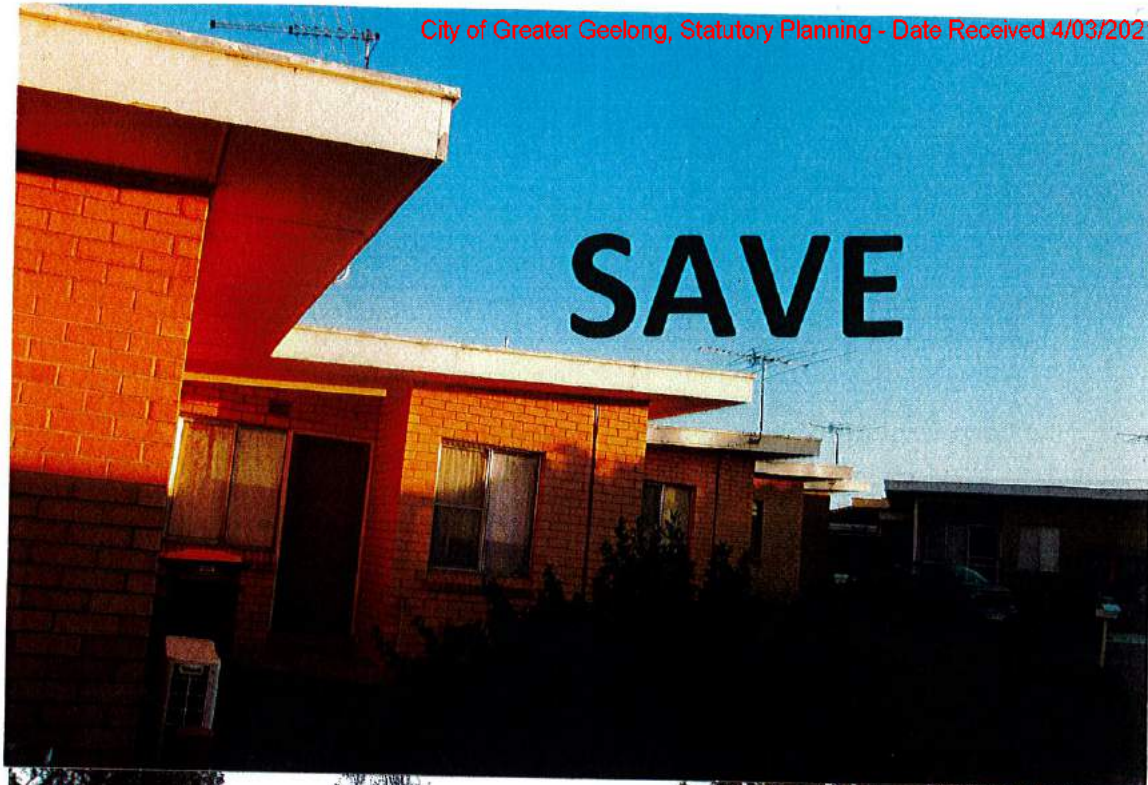
The issues with the Baxter House deed are a significant concern as there is no apparent means of enforcing it. As highlighted, a worst-case scenario is 1-5 McKenzie Street could be sold without any obstacles and could result in significant parking demands of the street – up to 66 vehicles from the development of 29 apartments alone - which is not big enough to accommodate this impost.

It astounds me that this planning application was advertised without attending to the need for some agreement and to give solid assurance to neighbours impacted by it that there was some sort of enforceable control possible over the use and any future disposal of the site. As highlighted, any deviation from the assumptions in the modelling reports has serious negative impacts on car parking, not addressed at all.

Though I initially considered that that the application does a disservice to what Genu had envisioned as part of its charitable mission for the site, I have since learned that existing elderly residents in the Homes are suffering a high degree of stress about what is happening to them over this proposal. One has already aired her concerns with the *Geelong Advertiser* but she is not alone. I bumped into another resident only today (mobility impaired) accompanied by her son who was taking her to see her new lodgings in Geelong West. It seems that Genu and HCA think the development is a foregone deal 'done and dusted 'and have already told residents where they are being moved to. Apparently, no consultation has taken place, the residents seem to have been dictated to without regard for their needs, fears and anxieties and have not been given any assurance whether in fact they will be returned to live in McKenzie Street if the development proceeds at all.

I am upset to see elderly neighbours treated like this and strongly doubt the former Geelong and Western District Ladies Benevolent Association that originally managed the deed would have treated them this way. Overall, this just serves to give me no confidence in what this development is about and what we will be forced to deal with if it proceeds.

1-5 McKenzie St
Belmont



CITY OF GREATER GEELONG

4 MAR 2021

BROUGHAM ST

CITY OF GREATER GEELONG

4 MAR 2021

[Title of Petition]

The people whose names, addresses and signatures appear below, petition the Greater Geelong City Council as follows:

[Describe the issue of concern]

[Describe what action you would like to be taken]

Note to people signing this petition:

Please include your name, address and signature when signing the petition, to ensure the petition is able to be accepted by Council.

Responses to this petition:

Please address responses to this petition to [Enter the name, address and other contact information for the petition organiser].

No.	First Name & Last Name	Street Address & Suburb	Signature
1.		5/100 Mt Pleasant Rd Geelong	
2.		77 Mt Pleasant Rd	
3.		2/100 Mt Pleasant Rd	
4.		2 Craigie road	
5.		14 Arminston Street	
6.		9 Eureka Court	
7.		1/293 TORQUAY RD	
8.		12 PARK CRES	
9.		99B Francis St	
10.		34A Mundy St. Geelong	
11.		33 Laguna Place	
12.		341 Roslyn Rd. Highgate	
13.		Moorabood St	
14.		72 Balling St. St. Geelong	
15.		14/5 Cape Olympic Rd Modena	
16.		29 BOSS STREET MARRHEAN	
17.		58 POWERS RD	
18.		4 EAST VIEW CPE.	
19.		15 Fairview St	
20.		Drysdale	

CITY OF GREATER GEELONG

6 MAR 2021

[Title of Petition]

The people whose names, addresses and signatures appear below, petition the Greater Geelong City Council as follows:

[Describe the issue of concern]

[Describe what action you would like to be taken]

Note to people signing this petition:

Please include your name, address and signature when signing the petition, to ensure the petition is able to be accepted by Council.

Responses to this petition:

Please address responses to this petition to [Enter the name, address and other contact information for the petition organiser].

Not to allow the demolition of our homes for redevelopment of our homes
 MCKENZIE STREET 5
 BELMONT 3216

No.	First Name & Last Name	Street Address & Suburb	Signature
21.		20 Capra Point	
22.			
23.		100 Mount Pl Rd Belmont	
24.		12 Windsor Crk	
25.		45-95 Ballarat Rd, N Geel	
26.		45-95 Ballarat Rd	
27.		Railway St	
28.		45-95 Ballarat Rd, N	
29.		45-95 Ballarat Rd	
30.		5 JAM STREET NORLANE	
31.		2 Highlode St Trigon	
32.		44 NAWKEEN AVE CARA	
33.		3 APRILosa Crk BELM	
34.		155 HIGH ST BELMONT	
35.			
36.			
37.			
38.			
39.			
40.			

CITY OF GREATER GEELONG

4 MAR 2021

[Title of Petition]

The people whose names, addresses and signatures appear below, petition the Greater Geelong City Council as follows:

[Describe the issue of concern] *SAVE MCKENZIE STREET FROM DEMOLITION.*

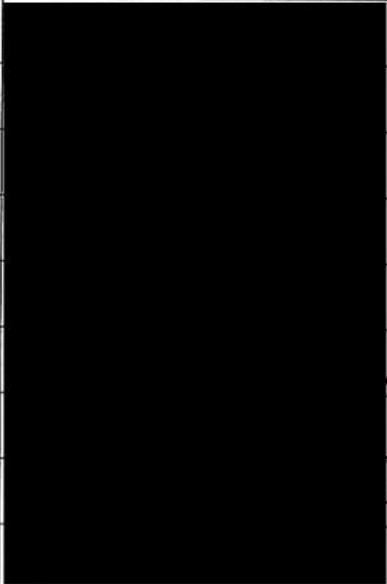

[Describe what action you would like to be taken] *STOP THE DEMOLITION.*

Note to people signing this petition:

Please include your name, address and signature when signing the petition, to ensure the petition is able to be accepted by Council.

Responses to this petition:

Please address responses to this petition to [Enter the name, address and other contact information for the petition organiser].

No.	First Name & Last Name	Street Address & Suburb	Signature
1.		<i>Handy Hughes</i>	
2.		<i>Grovedale</i>	
3.		<i>Highton</i>	
4.		<i>Grovedale</i>	
5.		<i>Belmont</i>	
6.		<i>Belmont</i>	
7.		<i>Belmont</i>	
8.		<i>Belmont</i>	
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Urbis
Office 7, Unit 4
23-31 Gheringhap Street
GEELONG VIC 3220

10-Mar-2021

Application No: PP-1253-2020
Our Ref: 232816

Re: Buildings and Works Associated with the Construction of Multi Dwellings and Waiver of Car Parking

Public advertising is now completed for this application. Please find attached copies of the written objections received for your information on the following page. You are invited to provide a written response to these objections to address any of the concerns raised and/or clarify any misunderstanding as appropriate.

Consultation

The City of Greater Geelong actively encourages applicants and objectors to attend a consultation meeting with Planning Officers. This is to ensure all parties are aware of each others' issues and to attempt to resolve grounds of concern. These meetings also provide an understanding of the planning process in relation the application.

Consultation meetings are facilitated by Council Planning Officers. A Planning Officer will be in contact with you to arrange a suitable time and venue for a consultation meeting.

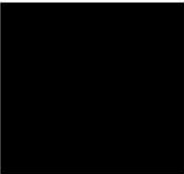
Decision Making Process

There are a number of options in which a decision can be made on an application. These options include:

- 1) **Delegated Authority.**
A decision made by a Senior Planning Officer under delegated authority where there are 5 or less objections.
- 2) **Decision Making Committee.**
An internal review committee of Senior Council Officers for applications where either there are 6 or more objections or if the application is recommended for refusal.
- 3) **Planning Committee**
Councillors may decide to call an application in to this committee of Councillors where either there are 6 or more objections or if the application is recommended for refusal

Should you require any further information please contact [REDACTED] on [REDACTED] or [REDACTED]@geelongcity.vic.gov.au.

Yours sincerely



STATUTORY PLANNING CO-ORDINATOR
STATUTORY PLANNING

Copy of Objections

PP-1253-2020

1/1-5 McKenzie Street, BELMONT VIC 3216

Objector: [REDACTED]
8 McKenzie Street
BELMONT VIC 3216

Objection:

*** ATTACH PDF - CONTAINS IMAGES ***

Objector: [REDACTED]
1 Royd Grange Court
BELMONT VIC 3216

Objection:

*** ATTACH PDF - CONTAINS IMAGES ***

Objector: [REDACTED]
PO BOX 6168
HIGHTON VIC 3216

Objection:

*** ATTACH PDF - CONTAINS IMAGES ***

Objector: [REDACTED]
2 Banks Court
BELMONT VIC 3216

Objection:

1) There does not seem to be sufficient parking in the proposed plan. The planning scheme section 52.06 https://planning-schemes.api.delwp.vic.gov.au/schemes/vpps/52_06.pdf lays out the number of car parks required. This area of Belmont is not within the Principal Public Transport Network as shown on <https://www.planning.vic.gov.au/resource-library/principal-public-transport-network>, therefore column A of Table 1 in 52.06 applies. For a residential dwellings of 1 or 2 bedrooms, one car park is required per dwelling and one additional park for visitors to every 5 dwellings for developments of 5 or more dwellings. This would therefore require 34 car parks ((29) 1 per dwelling plus (5) 1 for every 5 dwellings). The proposed 13 parking spaces is significantly below what the planning scheme requires. The example used in the traffic report is for housing developments in and around Melbourne (Section 6.3.1 of the Transport Impact Assessment). Melbourne has significantly more public transport options available than Belmont.

Section 6.3.2 of the Transport Impact Assessment states that generally one or no vehicles were parked along the front of the site. The street often has 6 to 10 vehicles parked in it and there are usually 4 vehicles from the neighbouring units on Mt Pleasant Road parked on the side of McKenzie Street where the proposed development is. Figure 4 in the Transport Impact Assessment has been obtained from Google (as it is referenced as such), when there were few cars parked in the street. It is unknown when Google captured this image. As One Mile Grid simply used a photo from Google and there are no original photos included in the report, it indicates that they may not have visited the site when producing the report and should not be relied upon.

2) The proposed two story developments along the northern boundary of the property will overlook our house and the residents of the new development will be able to see straight into our front windows and see all movements in our front yard.

3) There have been a number of crime incidents in the current estate in the last year with only 16 dwellings in the low cost housing. With the increased number of low cost dwellings, we are likely to see a further increase in crime and police call outs. This will affect us directly in the safety of our children and the resale value of our neighbouring property.

Objector:

14 Spence Street
WARRNAMBOOL VIC 3280

Objection:

We, Gary Francis and Jan Francis of 14 Spence Street Warrnambool wish to formally object to the above Planning Permit.

We are the owners of unit 3/96 Mount Pleasant Road Belmont which adjoins the proposed development on its northern boundary. Our unit is currently leased and it is our intention to retire to this property within the next 2 years.

Our objections are as follows:-

1. The Development does not meet statutory car parking requirements.

We do not believe the allocation of car parking spaces is adequate for the number of units proposed.

In addition, the proposed site of car parking is against our fence line and would allow those alighting from their cars to see directly over the fence into our property. We can see no provision made on the plans for increasing the height of the fence.

2. The number of proposed units is an overdevelopment of the block and exceeds the allowable limit.

The addition of the second story creates overlooking issues for those of us with property on the boundary.

3. The proposed planting of the larger Ironbark trees on the northern boundary may effect light to our property. There is no modeling on the application to show the effect of shadowing from these trees at maturity.

Ironbark trees can grow to 30 metres tall.

4. We are concerned at the proximity of the garbage storage area to our property. Our main concern with this location is noise and odor.

We would also hope that the developer of this site honors the obligation of the Trust Deed to only house aged person.

In the recent past our tenants have complained of disturbance and violence at this site requiring the police to attend. These have not been isolated incidents and can be confirmed by the Gen U office of whom I have spoken to on several occasions regarding this matter.

We have no objection to the development of this site for much needed social housing for the elderly. Our objection relates to the density of the development and the corresponding issues this creates for us and our neighbours (as listed above).

We thank you for your consideration.

Jan and Gary Francis
14 Spence Street, Warrnambool

Objector: [REDACTED]
2 Banks Court
BELMONT VIC 3216

Objection:

As a property owner directly in front of the site, I believe I will be adversely effected by the proposed development in the following ways:

- . The occupants of the units on the north boundary will overlook my property straight into the front windows;
- . Two storey units on the north boundary with open balconies. The noise from occupants using the balconies will travel uninterrupted into my house;
- . Congestion in the small road accessing my smaller road, due to inadequate parking allocation for the huge increase in occupants in proposed development;
- . The proposed density and size of the buildings exceeds all surrounding existing homes in the street;
- . The ambiguous description of persons who will be housed in the accommodation;
- . The devaluation of my property, due to the large social housing project next door.

Objector: [REDACTED]
6 McKenzie Street
BELMONT VIC 3216

Objection:

*** ATTACH PDF FOR FULL OBJECTION/ PHOTOS ***

Objection to the Proposed Development At 1-5 Mckenzie Street Belmont
Planning Permit Ref: PP-1253-2020 (1 to 5 Mckenzie St)

Residents: [REDACTED]
Address: 6 McKenzie Street, Belmont, 3216

Date: 2/3/2021

Introduction:

The objections identified below are largely related to the size of the development and the major effect it will have on our family and the other residents in both Mckenzie Street and the adjoining Banks Court. The size of the development is basically triple that of the existing property and the impact on traffic, noise and privacy will be severely impacted. In addition to this, we have been unofficially notified by the developer at 4A McKenzie Street of an up and coming proposal at this address for an additional 9 separate properties all to be accessed by the one driveway in Mckenzie St.

Objection Summary:

1. Size of Development
2. Resident Category
3. Mobility and Access
4. Car Parking and Traffic Management
5. Waste Collection
6. Noise
7. Privacy
8. Trees
9. Pets

Objection Detail:

1. Size of Development

• There are currently 16 one-bedroom units on site. The number of persons/unit varies from 1 to 2 people (sometimes more) with potential for well in excess of 30 people. With the new development proposing 25 one-bedroom units and 4 two-bedroom units, there will be potentially house 60+ people. This is over double the current number and will see many more people on the property and in the street along with accompanying visitors, carers etc to add to the extra load in the street/neighbourhood.

2. Resident Category

- Some of the people who have been recently residing at 1-5 McKenzie Street do not fall in the category of “aged and infirm” (as per the 1960 deed referenced in the Planning Permit). It is not convincing that future residents are promised in the Planning Permit to be aged and infirm. However, if this is the case, then all residents will need support services at some point and at some level, i.e. personal carers, Case Managers, Nurses, Occupational Therapists, Physiotherapists, Podiatrists, Wheelchair

Maintenance services, etc. This will mean an increased need for parking and access. If people need to be removed from their apartment in an emergency, then clear access by Emergency Services personnel may be necessary and this is not provided for in the Planning Permit.

3. Mobility and Access

- There are no covered, private, lockable spaces allocated for electric scooters which aged and infirm people would be more likely to use than a bicycle. There is no mention of a covered parking bay large enough and high enough to accommodate a Maxi-Taxi. If there are aged and infirm residents, then this will be a necessity for transferring people in wheelchairs in all weather conditions. Each apartment does not have wheelchair accessible bathrooms on the plan in the Planning Permit which counteracts the promise that this development is for people who are aged and infirm.

4. Car Parking and Traffic Management

- The deed requirement for people who are aged and infirm has not been fully complied with in recent years - residents have had cars and park on McKenzie Street, moving them around during the day to follow the shade. With increased visitors and support services, this number will increase.

- It has been stated in the Planning Permit, and assumed, that most residents will not have a car. The Planning Permit mentions 13 car park spaces and 6 bicycle spaces that have been allocated.

The expectation being that not all residents will have a car and all “excess cars” will end up parking in the street. There is no guarantee that there will be residents without a car

- The planning permit is able to include the “waiver of parking” clause because of the proposed resident category. Therefore, with less space on the property to cater for car parking the developers have added as many units as they can fit in. It is not clear, but it would appear the units can be sold privately at a later date to any resident category. If the units are able to be sold on privately at a later date, the reason for the “waiver of parking” clause is negated. This would seem a very opportunistic way to use the rules to get what you can from the existing permit in order to make a financial gain down the track. The permit should be clear on this point – Is the resident category for people residing in the units to be “aged and infirm” forever or can the category be removed at a later date opening up the opportunity for the units to be sold or lived in by anyone? If the latter is correct, then the “waiver of parking” clause should be removed to abide by the rules in the longer term.

- Carers, taxis, visitors etc all regularly visit the existing complex and park in the street. This will increase by tripling the quantity of units

- Currently our driveway is used for “U” turns by the general public when they come down the street and need to turn back to exit. The waste disposal truck is unable to do a “U” turn when it drives down Banks Crt so it backs all the way back to our driveway, up to the level of the letterbox to allow room to exit. Our driveway is very steep and when backing out this has

become an issue with several near misses over the years. The driveways at numbers 8 & 11 McKenzie St are extremely steep and also form part of a blind spot when we exit our driveway. This junction of 3 driveways coupled with the extra traffic using our corner/driveway as a turning circle will only increase the potential for an accident.

- Street traffic will become an issue with the possibility of illegal parking on driveways etc.
- Residents at 100 Mt Pleasant Rd also use the street as overflow parking currently
- The adjoining Banks Crt does not have any allocation for street parking
- A resident in Banks Crt uses McKenzie St as overflow parking for 2 cars every day
- Waste removal services will also increase – see point 4 below. An additional 9 properties at 4A McKenzie Street will also add substantially to the traffic levels in McKenzie Street as each property would have at least 2 cars/vehicles as well as visitor's vehicles.

5. Waste Collection

- The Planning Permit states in the Waste Management document that 4 private contractors will be used weekly to remove four types of waste (garbage, recycling, organics and glass). This means that

in addition to the current City of Greater Geelong Waste Management system of two types of waste

removal in McKenzie Street per week, four more Waste removal vehicles will need access. The document states that "On collection days the private contractor will prop their vehicle MOMENTARILY

on McKenzie Street while the bins are transferred from the bin storage room and loaded on McKenzie Street. The bins will be returned to the bin storage area immediately following emptying." It would not take a moment to do this – in fact it will take a lot longer to transfer the bins, empty them and return them to the proposed bin storage area, particularly when full of waste. Again, the potential development at 4A McKenzie Street is also looking at a private waste removal company – would these properties share this service, therefore having four truck movements per week, or use a separate contractor, therefore resulting in 8 extra truck movements?

6. Noise

- It is obvious that adding a potential 60+ extra residents to a quiet court location with currently 15 separate residential properties will increase the level of neighbourhood noise. The prospect of a potential development at 4A McKenzie Street of nine "high-end 3–4-bedroom townhouses" will also affect the noise levels.

7. Privacy

- The north building with its proposed 10 one-bedroom apartments will potentially hold 20 residents.

The Planning Permit Plans show the North and West Elevations which will enable all these residents to look straight into our living room and outdoor area on the east side of our property and directly down our driveway to our back door and courtyard. See photos 1 & 2 below of the current visual access. The overlooking regulations (see link below) state that it is a 9 metre radius that must be adhered to, however although this development can legally plan this, it is still an invasion of our privacy which cannot be ignored.

Link: https://www.planning.vic.gov.au/__data/assets/pdf_file/0030/97158/PPN27-Understandingthe-

Residential-Development-Standards-ResCode_June-2015.pdf

Photo #1

South east outlook from living room showing units
1 and 16 and part of the property at Royd Grange.

Photo #2

South east View from Back door showing Unit 1

8. Trees

The development talks about removal of existing trees. Some of these trees form part of our privacy and the proposal for replacement trees will take many years to re-establish to the size of those current.

Further to this, the area recently experienced an extreme amount of tree loss on the 4A McKenzie St site, with a large amount of older established trees removed without any consultation with neighbouring properties.

We have also been unofficially notified by the developer at 4A McKenzie Street that as part of this up and coming proposal, the intention is for all of the trees neighbouring our southern fence line including the tree located on the nature-strip will be taken out and replaced with a fence. This severely changes the ambience of our property, our privacy, the environment/birdlife and shade.

9. Pets

- It is not apparent in the Planning Permit that pets have been accounted for. It would be highly likely that some, if not all, residents would choose to have a pet. This Planning Permit has not allocated enough space within or outside the apartments for accommodating pets.

Objector:

61 Commercial Road
FOOTSCRAY VIC 3011

Objection:

My older sister has lived at 1-5 McKenzie St for the past 8 yrs. Myself and my partner have regularly visited her there. 12 months ago she suffered a serious medical trauma which initially paralysed her and from which she has now largely recovered. Since that time I have been her nominated medical kin and with the help of my partner have played a support family carer's role.

I believe this application will directly affect my sisters well being and have significant repercussions for her and for me and my partner's supporting roles. Over this 8 yr period my partner and I have witnessed a significant change in the upkeep/maintenance of the property and the number and demographic of residents at 1-5 McKenzie St.

8 yrs ago the flats appeared fully occupied. It is our understanding that there were some 11 residents with 8 cars parked on site. The residents were all elderly women and men. A dedicated social worker was readily available to assist residents and the female residents in particular played an active role in management.

12 months ago there were some 5 residents left and 3 cars parked on site. A number of residents during the past 12 months were/are not elderly and have displayed severe drug/alcohol/recidivist/ behaviours. There is no longer any onsite assistance of the type available 8 yrs previously.

During this past 12 months there has been ongoing issues for the elderly residents of violence, theft, intimidation and also an incident of home invasion. Currently elder residents are typically confined to their units at night due to the violent drug and alcohol induced behaviour of two younger resident women. Private security and CCTV has recently been deployed and police regularly are in attendance because of the increasing rise in anti-social behaviours.

We believe the deterioration in the quality of life of these elderly residents is directly related in part to management, a lack of service provision, site maintenance and in particular the mixing of resident genders and problem groups. Further it is our understanding that the original charitable deed focused on housing disadvantaged elderly women. Given that this cohort has been currently recognised as increasingly disadvantaged, homeless, financially impoverished and subject to physical and mental violence it is difficult to understand a proposal which winds back such civic innovation to be predicated on mixed age and gender residency

Given the ongoing GenU partner role in this development proposal it is similarly difficult to imagine any significant change in management style, i.e. the recent stark departure from fostering a singular elderly resident cohort (as per deed) described above, regular maintenance, service improvement, running down of facility and site etc.

There are also specific issues we would raise with the proposed architectural design. In particular issues of Amenity, and Health and Safety. My qualifications to comment on these aspects include a Master of Industrial Design and significant experience in areas of Building and Construction. I currently mentor students at RMIT in the fields of Design, Architecture and Engineering.

Amenity - The plans presented show a significant increase in building density and scale. A more than doubling of residences and residents. This is a "one size fits all" plan, with replication and budget primary drivers at the expense of need and amenity. The principal street elevation appears sophisticated, but should be judged for what it is - a fence, and a misleading facade.

What currently exists (circa 1960 Architecture) may appear simplistic but it affords a level of amenity that the current barracks style proposition does not.

Access - The existing court/road layout allows vehicles to drive to the front entrance of each unit. Whilst there are only 5 dedicated car spaces there is plenty of room for additional on site parking. Excellent access for deliveries/taxis/ambulance/fire and police services, carers,

family etc etc.

Compare this with the current proposal - A double storey, two building barrack accommodation with lifts/stairs and long corridors and a cramped parking area at the rear. Imagine medical emergency access for a resident on the top floor at the eastern end of this proposal.

Parking - The proposed significant reduction in car spaces is also predicated on a study done last year i.e. when there were the smallest number of residents and cars onsite and their continued decline over the past 8 years consistent with a general decrease in support and service. Further to cite such elderly disadvantaged people as less likely to want/need/require car parking because of their financial circumstance is erroneous. Should financial well being be such an issue with car ownership, how much less likely would these residents be able to own electric vehicles one may reasonably ask. Imagine an elderly upstairs resident coming home with their shopping, making their way after a difficult parking manoeuvre (should they be lucky enough to have a park allocated), down a corridor up stairs or lift if close by, another corridor etc. Also imagine the security issues this passage would present, both during the day and especially at night.

The two storey barracks style proposal also reduces the amenity of residents in other ways. Sound/disturbance noise travel between adjoining and adjacent units. A single communal clothes line and its cramped infill siting on the extreme eastern ground floor edge of the block. Has the question been asked of these proposed elderly what clothesline facilities they want, or how they wish it to be accessible?

Similarly the siting of the so-called communal garden area. What of undercover communal areas? Compare these with what the existing 1960's layout provided, and the potential amenity it still could provide for expansion, gardens or rejuvenation.

Given the proposed substantial increase in density the primary questions are surely demonstrable amenity and need. If we look at the proposed unit floor plans they are little different from what already exists. In terms of innovation there is nothing proffered other than they are cramped, and new. A stark omission is the lack of storage but for the bedroom robes. It is as if the schema omits any need for these less fortunate elderly residents to have utilitarian storage and or have collected treasured possessions over a long life or have the need to display such memorials or memories.

Further the site has the natural advantages of being principally north facing. Despite this approximately 30% of the proposed units will not have this view nor direct northern sunlight falling on their balconies, or lighting their interiors. Whilst there appear generous balconies they afford little roofed cover, and given the lack of storage and the difficulty in accessing clothes lines it is not difficult to imagine how they would likely be used.

In terms of aspect McKenzie Street is a unique site sitting high up above the Barwon and facing Geelong city centre. The glaring question here is does this proposal recognise those special values and is it necessary to have such a high density mono-dimensional development on this particular site.

It is our understanding that this proposed design was developed and finalised in 2020. Given the remarkable events of last year and in particular the pandemic's leakage and explosion in our aged care sector the following question needs to be asked and answered. How does this

high density aged care development recognise, foster and better elderly service and housing.

In conclusion we believe this proposal should be rejected in its current form, that it is founded on a misguided understanding of service, progress and amenity. We believe that given this innovative charitable deed precedent set circa 1890 and the current demonstrable need for accommodation for elderly women, that the City of Geelong should oppose this development. That this community should be measured by how well its elderly disadvantaged women are cared for, not by how contemporary the facade of this development appears from street level but how well it functions. It is a proposal which primarily appears to suit the expansion of private business under the guise of public service, to suit management and regulation ahead of those increasingly recognised as vulnerable across our society, those elderly women this site was originally deeded to foster, service and protect.

Yours sincerely,

[Redacted signature]

Objector: [Redacted]
2 McKenzie Street
BELMONT VIC 3216

Objection:

We have been residents in this street since 1976 (44 Years)

High Density:

We are very concerned about the high density of the proposed development.

For 29 units to be constructed on a site, which has 11 units at the moment, situated on a very small No Through street in a residential area in Belmont, seems totally unsuitable.

No consideration has been given for the adjoining properties and homes in the street.

Trust Deed:

We have no faith in the statement in this proposal that the H.C.A. and GENU intend to honor the obligations of the Trust Deed to only house aged persons in this development.

In the last 8 years despite these obligations, we have often had to tolerate disturbances and noise from various younger persons housed in these units, who have created situations where police have attended these premises. Even after complaints, failures in managing these problems have caused distress and heartache for the elderly ladies still living in these units.

We are unable to believe that these obligations under the Trust Deed will not be disregarded at a later date.

With regard to the assertion on the proposed development plans " It is assumed some of the aged care residents will be economically disadvantaged" and such will not own a car, and for that reason will mostly be walking to the local shopping Centre.

This would involve crossing Mount Pleasant Road. The traffic on this road is heavy, very fast

and constant.

From personal experience, it is very difficult and risky to cross this road on foot especially for an elderly person, an accident waiting to happen.

Parking:

The plan in this proposal for only 13 on site parking spaces in this development for at least 33 residents appears to be inadequate.

With 33 residents, and, if the aged person rule is adhered to, it is reasonable to expect that there will be a constant noise of cars coming and going and parking in this street.

Consider: Carers - Visitors – Food Delivery Vans etc. Plus access for larger vehicles such as maintenance vans, Ambulance, garbage collection etc. We question the open statement, “car parking will be allocated to specific residents as required”. Because of these difficult parking arrangements, some of these residents may well choose to park in the street.

In the last few years we have had many occasions when we have had a problem with entering and exiting our car from our property driveway because of cars belonging to persons from this current development, parking too close to our driveway.

We have also observed instances of cars being illegally on the nature strip.

The adjoining more recent Court, Banks Court, has several newer homes, but has no on street parking. Any visitor’s cars, maintenance or work vehicles also park in McKenzie Street.

Next door at No. 4A McKenzie St. a development for 9 homes and Townhouses has been proposed. Proposal has been presented for planning permit (Not Yet Advertised) These developments will very likely go ahead for construction simultaneously, this will also add more parking and traffic problems.

The noise and disturbances from trucks and other heavy vehicles plus tradesmen, vans and an assortment of other vehicles needing parking from both building sites will be extreme. This is going to have a huge impact on our lives for anything up to 2 years.

What about our right to a quiet enjoyment of our environment and our home in our retirement years? Instead we could be disadvantaged severely in what was until recently a lovely peaceful little street.

[REDACTED]

Objector: [REDACTED]
4 McKenzie Street
BELMONT VIC 3216

Objection:

We object on two fronts.

Firstly the impact of the increased number of tenants in this development and the proposed concurrent 4a McKenzie St./38 Victoria Terrace on our quiet enjoyment of the street.

Secondly, the impact of traffic from the new development and the proposed development at 4a McKenzie St./38 Victoria Terrace.

Re: Permit 1253/2020, 1-5 McKenzie St., Belmont, Objections

We are long-term residents of McKenzie St. that have happily co-existed with 1-5 McKenzie St. residents for 30+ years, despite occasional issues discussed below. This proposed development, combined with other issues not mentioned in the Permit Application, will dramatically affect our quiet enjoyment of the area and increase the already annoying traffic issues.

Quite enjoyment of the area:

Numerous sections of the 1253/2020 permit documentation mention the laudable goal that the future residents will be disadvantaged "elderly persons". In fact, according to the application, a trust deed for the property requires that residents be elderly persons. It is therefore annoying that several residents in recent years have been younger persons, some exhibiting behavioural issues. These non-elderly people can generate noise, behave erratically, park their cars on the nature strip and untidily on the street, and generally keep their units poorly. "Selling" this development to Council as an elderly person facility is possibly disingenuous and subject to test. Police have visited on several occasions in recent years. Our objection is that the application approval clearly reflects the intent and that this is communicated to local residents. Put simply, will twice the number of units house twice the number of younger people or really be dedicated to the elderly? We do not want twice as many people with behavioural issues.

Note the above complaint has also been aired by an existing elderly resident in the Geelong Advertiser 16/02/2021. Living harmoniously with the proposed development depends fundamentally on the final result meeting the promise.

Also of concern is the proposed concurrent development at 4a McKenzie St./38 Victoria Terrace where nine new dwellings are proposed. The two developments, totaling 38 dwellings straddling a public road, will cause significant disruption to traffic, high risk hazards and high levels of noise for probably two years. Our objection is that these separate developers will each be given responsibility for noise, working hours and traffic management with very poor recourse for residents to complain. It is difficult to believe we will have quiet enjoyment of our wonderful little street during this time. How will coordination be managed?

Despite being surrounded by developments that will lower the sale value of our property the council this year elected to significantly increase the valuation of our property and, consequently, our rates. We object to this lack of coordination between council divisions.

We suggest the new development at 1-5 McKenzie St. include a resident manager or a manager onsite during the day or, at least, a manager onsite during the initial onboarding of new residents to facilitate a smooth transition.

Street Parking and Traffic Movement:

The Transport Impact Assessment (TIA) considers the impact of the proposed

redevelopment of the 1-5 McKenzie St. site. We have minor objections to the onsite considerations of the TIA which are not outlined below as they are obvious and should be considered by the approving engineering team. We have stronger objections to the overall street parking and traffic movement issues for the street, which are outlined below.

1. The development of Banks Crt. over recent years has doubled the traffic in the street. This has already created minor issues, especially related to traffic coming from behind blind spots, such as parked cars.
2. Banks Crt. has no on-street parking. A tradesperson who lives in Banks Crt. has 1-2 employees who regularly park for the whole day in McKenzie St.
3. The additional refuse collection by a contractor will double the rubbish collection noise currently tolerated weekly with Council collection (machine noise, reversing beepers), usually early morning.
4. Overflow traffic from the recently opened popular Mt. Pleasant Road café "That Place" currently parks in McKenzie St. Cars parked in Mt. Pleasant Rd. by café patrons, often illegally, make turning out of McKenzie St. dangerous. We have complained to Council parking officers about this issue with only minor improvement. Further increasing the cars using McKenzie St. will increase this danger.
5. The few elderly residents currently on the site have visitors and carers who park on the street. Increasing to 29 units will increase this traffic.
6. Residents of the rear units at 96 Mt Pleasant Rd. use McKenzie St. for parking as they have a rear pedestrian access gate off McKenzie St.
7. Residents of 100 Mt. Pleasant Road that face McKenzie St reverse from their property onto McKenzie St., creating a traffic hazard. Those residents also have regular visitors who park on McKenzie St. Nos. 6 and 8 McKenzie St. have steep driveways which contribute a similar hazard.
8. Of most concern is the proposed development at 4a McKenzie St/38 Victoria Terrace where nine new dwellings are proposed. These dwellings are not social housing, but higher-end townhouses and house blocks. Unlike the social housing, nine dwellings of this type probably mean 18 vehicles, plus visitors, plus another contracted waste removal contractor etc. Some will need to park on the street.
9. Two years construction disruption – early starts before the allowed start time, mass tradie parking in the street, uncaring contractors delivering machinery and goods etc. The pain will be doubled by the 4a McKenzie St/38 Victoria Terrace development where all access will be via McKenzie St. We understand you have received this application, but it has not yet been published for public comment. We object to the simple fact that we will end up trying to manage these disruptions as weak individual households due to the policy that developers get to self-control. Who will control the disruption in our public street?

The justification in the TIA is mostly inwardly focused on the development. It seems to gloss over the other past, recent and future traffic issues for the street. The above will dramatically increase traffic issues for McKenzie St impacting the current mostly elderly residents.



Copy of Additional Objections as at 27/9/2021

27-Sep-2021

PP-1253-2020

1/1-5 McKenzie Street, BELMONT VIC 3216

Objector: [REDACTED]
15/1-5 McKenzie Street
BELMONT VIC 3216

Objection:

TRANSLATION FROM EMAIL DATED 30/08/2021

Underhand tricks - [REDACTED]

Dear Councillors

I was not amused this week with temperatures hovering around 5 degrees to have my gas and electricity cut off (fuse box meter). Leaving me without hot water and power. As an incomplete quadriplegic. It is very slow business having a shower and diabolical with only cold water. This is just one of the dirty tricks played by GenU / St Laurence to force me to vacate my unit at Mc Kenzie Street. Save Mc Kenzie Street from Developers Baxter House, McKenzie St, Belmont.

27th August, 2021 Mrs. Louisa Austin who had built the tower block opposite Sth Geelong Station, stipulated that only woman over 60 years of age whom were homeless or under threat of homelessness could reside there. Later the tower block became Western District Ladies Benevolent Society headquarters.

In 1962, the Western District Ladies, Benevolent Society acquired the land in McKenzie St. This site on which 1-5 McKenzie Street is built was once the orchard of the Godfrey Hirst Mansion. The funds raised from (street stalls, lamington scones, etc.) enabled them to engage an architect to design and build 16 units for women over 60 years of age. Mc Kenzie Street property was a happy and stable home for many women until 2002.

In 2002, the WDLBS cease to exist and Sth Geelong, McKenzie Street, and 20 units in Isabella St, West Geelong were given unencumbered (no mortgage) on them, to St Laurence of Lara. McKenzie Street had a caveat stipulating it could only be used for accommodation for women over 60 years of age.

Around 2010 the Board of St Laurence voted to allow men to live in McKenzie Street units. These men had complex medical and mental health problems and kept some of the women very busy caring for them.

By 2015 Mc Kenzie Street units were being left emptied when they were vacated. Other units were assigned to younger men and women with severe drug and alcohol problems. Their behaviors made it untenable for many of the older women residents. It made life very difficult for the remaining elderly women age 68yrs of age to 91 years of age. At the same time St Laurence reduced the support staff, maintenance, social worker, property managers etc. and throughout their stewardship, did the absolute minimum of maintenance to the property. i.e. no external painting in 20 years, eaves, down pipes rotting and fences falling down.

Since 2014 St Laurence informed the residence regularly that the site was to be redeveloped. In 2018 after the amalgamation of St Laurence and Karingal, under GenU, Mc Kenzie Street was mortgaged with Westpac Bank around the same time as GenU built their new headquarters in Reynolds Rd, Belmont. At some time between 2002 and 2017 the caveat on Mc Kenzie Street, had been removed.

In December 2020, GenU held a meeting with all the residence of Mc Kenzie Street. And the principals of Housing Choices. The principal architects of Housing Choices made a very professional presentation of how they as new partners of GenU intended to develop the site. They intended to demolish the existing single storey dwellings / units at McKenzie Street and build a block of 29, 2 Storey units (with carparking for 13 only). They spoke of their great success in the development of previous complexes, particularly of mixed tenants by age and gender. On inspection the planned units were found to be very tiny with small kitchens and not even a broom cupboard or linen press. For many elderly women the distance from parked car to unit, would be a difficult journey with shopping and washing to the clothesline. Every unit would have lost its back and front garden.

An elderly woman with physical impairment arthritis, back, hips, legs, would have difficulty getting up and down to the stairs every time she wished to leave her unit. The writer would be unable to live in this accommodation as she is a partial permanent quadriplegic. But she is able to live at Unit 15, Kenzie Street her home of 8 years with comfort and safety, able to access the garden, parked car and neighbors.

The neighbors and wider community believe Mc Kenzie Street as is, should be renovated and retained for the purpose for which it was originally built, to provide housing for women over 60 yrs of age. The one-story buildings fit with neighborhood demographic, which is all single storey units

or stand alone homes. This is a low density one FLOOR only district of Belmont.

The Western District Ladies Benevolent Society are still remembered with affection and respect. As such people in the Greater City of Geelong believe Mc Kenzie Street should be kept as is. Not just a home for women but as a memorial to the achievements of The Western District Ladies Benevolent Society and their forethought in building such excellent accommodation. Women over 60 years of age are today the largest cohort of homeless people in the Greater City of Geelong. They also believe this site should remain as is, as a testament to the far sightedness and efforts of the Western District Ladies Benevolent Society.

Please help me Save Mc Kenzie Street from arrogant avaricious carpet baggers. One only wonders how profitable is the deal between GenU/St Laurence and Housing Choices. Also known as State Funded Property Developers.

Signed under seal this Friday 27th Sept

Yours very truly,



APPENDIX E

HCA LETTERS TO OBJECTORS REGARDING CLAUSE 52.20 APPLICATION NOVEMBER 2021

08 November 2021

<Insert Name & Address>

1-5 McKenzie Street, Belmont – Proposed Redevelopment

Dear <Insert Name>,

We refer to your earlier submission to Greater Geelong planning permit application **PP-1253-2020** for the redevelopment of No. 1-5 McKenzie Street, Belmont with 29 new dwellings.

We are writing to you to advise that Housing Choices Australia has secured a funding contribution from the Victorian Government for the development under 'Victoria's Big Housing Build'.

The Big Housing Build is a partnership between the Victorian Government and not-for-profit community housing organisations which provide safe, secure and affordable homes for residents. The Big Housing Build is expected to deliver over 12,000 new dwellings and will boost social housing across Victoria by 10%. More detail can be found at planning.vic.gov.au.

Streamlined planning processes have been introduced for Victoria's Big Housing Build. Clause 52.20 of the Greater Geelong Planning Scheme removes the need for a planning permit to develop a housing project if funded under Victoria's Big Housing Build and supported by the Director of Housing. Clause 72.01 also specifies that the Minister for Energy, Environment, and Climate Change is the responsible authority (decision maker) for approvals sought under Clause 52.20.

In recognition of the successful funding application, Housing Choices Australia has now sought to obtain approval for the proposed development under Clause 52.20 from the Minister for Energy, Environment, and Climate Change. The details of our proposal remain substantially the same as the permit application made to Greater Geelong Council in 2020 which was the subject of public notice in February 2021.

Revisions have been made to the plans to include screening to a height of 1.7metres to east and south facing windows as well as inclusion of varied materials on the eastern building facades.

Your written feedback to Planning Permit application **PP-1253-2020** (that you submitted to Geelong Council earlier this year) will be compiled in a consultation report which forms part of the planning application to the Minister for Energy, Environment, and Climate Change under Clause 52.20. This report will include Housing Choices' response to the feedback and how this has been incorporated into the final plans (where applicable).

Not all issues raised in consultation may be able to be resolved to the satisfaction of the person raising the issue, however Housing Choices is required to demonstrate how the issues have been considered.

The responsible authority (the Minister for Energy, Environment and Climate Change) will then assess and make a decision on the application.

If you have any questions regarding this proposal please contact Christina McRae (Urbis) on 8663 4888 or christina.mcrae@urbis.com.au or Roger Wettenhall (Urbis) on 8663 4993 or rwettenhall@urbis.com.au.

Kind regards,

A handwritten signature in black ink that reads "James Henry". The signature is written in a cursive, flowing style.

James Henry
General Manager - Development
Housing Choices Australia

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