



TOWN PLANNING AND URBAN CONTEXT REPORT

GREAT DESIGN FAST TRACK
49 NEWCOMBE STREET, PORTARLINGTON
JULY 2026

PREPARED FOR 49 NEWCOMBE STREET PTY LTD

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Acknowledgements and Recognition

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1. EXECUTIVE SUMMARY

1.1 OVERVIEW

This report has been prepared by Spiire on behalf of 49 Newcombe Street Pty Ltd and accompanies an application for planning permit for a mixed-use development at 49 Newcombe Street, Portarlington ('the Site').

The application for planning permit is made pursuant to the provisions of Clause 53.25 – Great Design Fast Track.

The application proposes a contextually responsive, high-quality development designed by Kerstin Thompson Architects (KTA) comprising a part three storey, part four storey building with 10 apartments, a retail premise and basement car parking.

The development represents an exemplar architectural response to the Portarlington Town Centre. The proposal provides a considered response to the foreshore, coastal vistas and nearby heritage context. The proposed building comprises two integrated yet distinct elements that respond deliberately to the site interfaces and provides an appropriate transition between the main street and the coastal open space.

The proposal delivers additional housing in a nominated Increased Housing Diversity Area, supporting housing objectives and the efficient use of existing urban land.

It achieves architectural excellence as sought by urban design objectives contained within the planning scheme, responds positively to the Design Principles published by the Minister for Planning, including best-practice ESD outcomes while minimising unreasonable off-site amenity impacts and providing excellent amenity outcomes for future occupants.

This report provides background information in relation to the subject site, a detailed description of the proposal and an assessment against the relevant provisions of the Greater Geelong Planning Scheme.

1.2 PROJECT SYNOPSIS

A summary of this planning permit application is provided in Table 1

Table 1: Project Synopsis

Title	Details
Property Address	49 Newcombe Street, Portarlington
Parcel Details	Lot 1 on TP514439 Crown Allotment 22 Section 1B Township of Portarlington Parish of Bellarine
Site Area	989.3 m ²
Planning Scheme	Greater Geelong
Proposal	Construction of a multi-storey mixed use building (comprising 10 residential apartments, 1 retail space and basement car parking), and creation and alteration of access to a road in a Transport Zone 2

Title	Details
Planning Controls	Zone Clause 34.01 Commercial 1 Zone (C1Z) - The southern boundary abuts land in the Transport Zone 2 (TZ2)
	Overlay(s) Clause 43.02 Design and Development Overlay – Schedule 21 (DDO21) Clause 43.01 Heritage Overlay (HO1562) (part)
	Protected Settlement Boundary (PSB) The Site is within the Portarlington PSB as shown on the Portarlington Structure Plan Map at Clause 11.03-6L-01
	Particular Provisions Clause 52.06 Car Parking Clause 52.29 Land adjacent to the Principal Road Network Clause 52.34 Bicycle Facilities Clause 53.18 Stormwater Management in Urban Development Clause 53.25 Great Design Fast Track Clause 58 Apartment Developments
Permit Triggers	Clause 34.01-3 To construct or carry out works (C1Z)
	Clause 34.01-4 To construct or carry out works (C1Z)
	Clause 43.01-1 To construct or carry out works (HO1562)
	Clause 43.02-2 To construct or carry out works (DDO21)
	Clause 52.06-5 To reduce the minimum number of car parking spaces required
	Clause 52.29-2 To create or alter access to a road in TZ2.
Responsible Authority for Application	Pursuant to Clause 72.02-1, the Minister for Planning is the responsible authority on the basis that this application is an application to which Clause 53.25 applies.
Exemption from review	This application is exempt from the decision requirements of sections 64(1), (2) and (3), and the review rights of section 82(1) of the <i>Planning and Environment Act 1987</i> (the <i>P&E Act</i>)
Bushfire Prone Area (BPA)	The Site is not within a designated Bushfire Prone Area.
Cultural Heritage Management Plan (CHMP)	A Cultural Heritage Management Plan (CHMP) is required. Approved CHMP No.16879 applies to the Site.

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2. SITE CONTEXT

2.1 SUBJECT SITE

The subject site is located at 49 Newcombe Road, Portarlington and comprises two lots which are formally known as:

- ▶ Lot 1 on Title Plan 514439B and
- ▶ Crown Allotment 22 Section 1B Township of Portarlington Parish of Bellarine

The proposed development does not breach any existing restriction on title. A copy of title is contained in Attachment L to this report. Figure 1 provides a copy of the Title Plan.

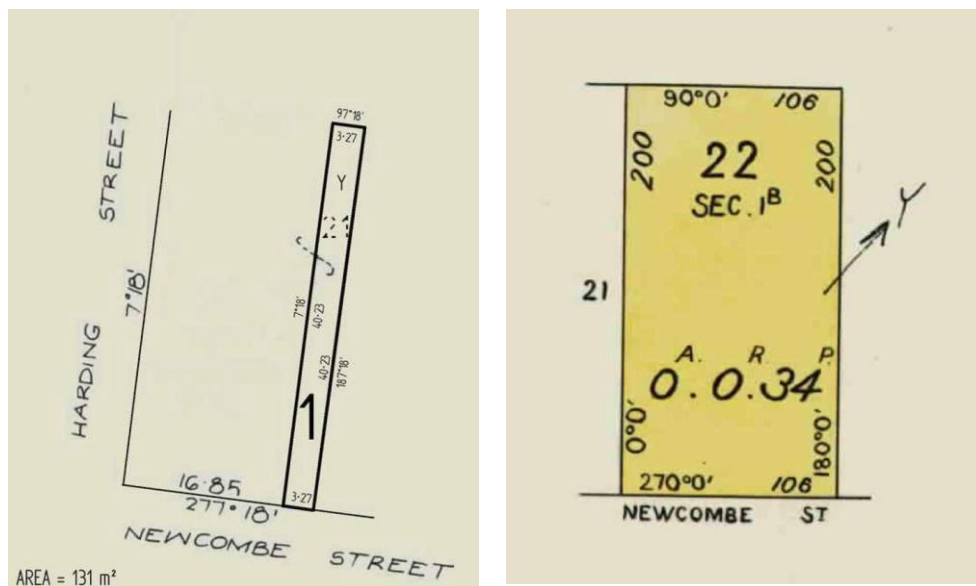


Figure 1: Title Plan

The Site is rectangular in shape, with a frontage width of approximately 24.6m and a depth of approximately 40.3m. It has a total area of 989.3m². The land slopes from the Newcombe Street frontage (southern boundary) to the rear northern boundary, which represents a fall of approximately 2.8 metres.

The Site is currently developed with a two-storey metal clad building that was previously used as a retail premises. The existing building is built to the front (Newcombe Street) boundary.

Given the slope of the land, the existing building presents as single storey from Newcombe Street and two storeys at the rear. The building is set back from the side and rear boundaries. A paling fence defines the northern site boundary.

Vehicle access to the site is provided via a single concrete crossover from Newcombe Street,

The property contains no significant vegetation, this has been confirmed by an arborist report provided at attachment H.

Figure 2 provides an aerial image of the subject site in the context of adjacent land.

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Figure 2: Subject Site

2.2 SURROUNDING AREA

Portarlinton is a coastal town on the of Bellarine Peninsula (Figure 3) and is located approximately 30km to the east of Central Geelong.

In addition to road connections from Central Geelong and the southern Bellarine Peninsula, Portarlinton is accessible via ferry from the Melbourne CBD.

The Site is located within the Portarlinton Protected Settlement Boundary (PBS) which was gazetted via Amendment VC245 to the Greater Geelong Planning Scheme. The PBS seeks to ensure that all significant new development is located within protected, clearly defined settlement boundaries to prevent urban sprawl across the Bellarine. Portarlinton Town Centre is identified as a service hub for smaller towns across the Bellarine.

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Figure 3: Subject Site in regional context

The site forms part of the Portarlington Town Centre, an activity centre with retail, services and amenities offerings, primarily focussed around Newcombe Street. The Site is one of three properties on the north side of Newcombe Street that are similarly commercially zoned. Further to the north on the opposite side of Pier Street is the W.G Little Reserve and on the west side of Harding Street is Western Park and Henderson Reserve.

The Portarlington Town Centre is identified as the Increased Housing Diversity Area (IHDA).

Bus route 60 operates along Newcombe Street, providing a connection between Geelong Railway Station and St Leonards, with many stops in key locations across Geelong and the Bellarine Peninsula.

Further information in relation to the site's abutments is illustrated at Figure 4 and described in detail below:

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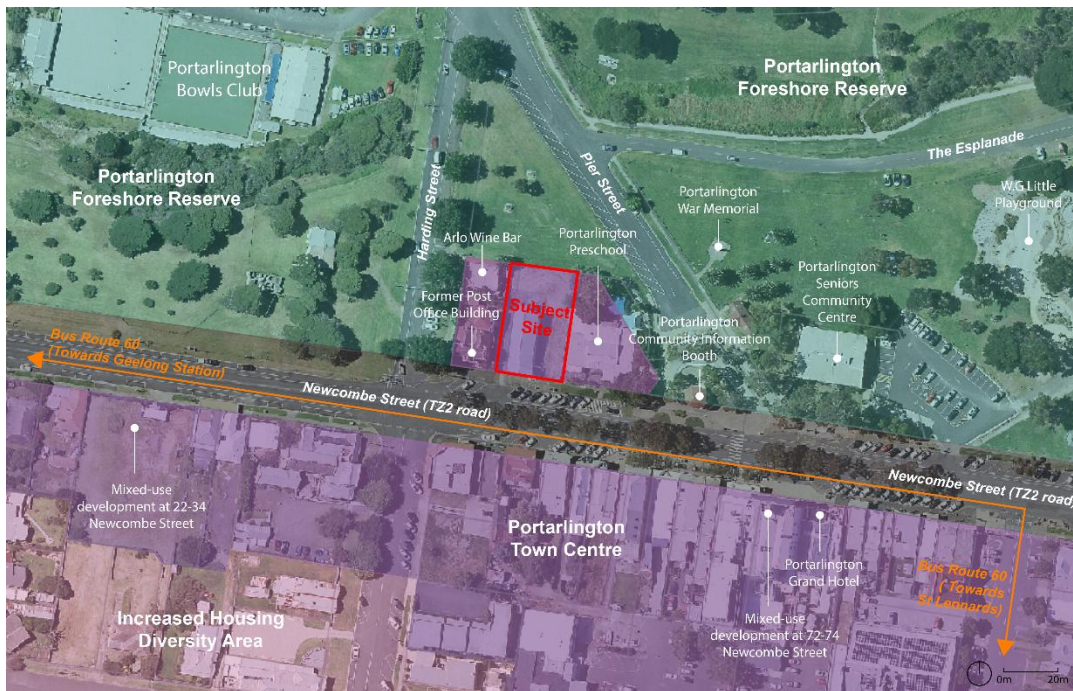


Figure 4: Subject Site and Surrounds

North

To the north is the Portarlington Foreshore Reserve (Figure 5). This land comprises public uses and open space areas, including:

- Portarlington Pier and the Port Phillip Ferries Portarlington terminal. Ferry services provide passenger transport directly between Portarlington and Melbourne's Docklands. The public jetty and associated foreshore accommodate commercial fishing vessels that contribute to Portarlington's significant aquaculture industry.
- Portarlington and Districts Senior Citizens Club and Portarlington Parks Hall.
- Playground and skate park.
- Bowls club.

The open space areas are characterised by established lawn areas interspersed with trees.



Figure 5: Streetscape view of Foreshore Reserve

East

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Immediately to the east, Portarlington Preschool operates from 51-55 Newcombe Street (Figure 6). The preschool is a single storey brick building surrounded by play equipment, established outdoor areas and trees. The building is set back approximately 3m from Newcombe Street.

The property is enclosed with mesh boundary fencing and has a frontage of approximately 32m to Newcombe Street and a rear interface to the Portarlington Foreshore Reserve.

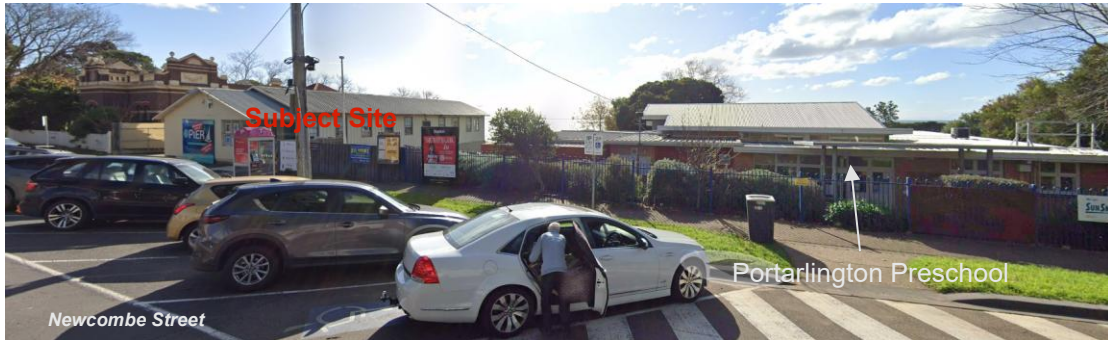


Figure 6: Streetscape view of Portarlington Preschool

South

Further to the south, across Newcombe Street is a mix of commercial premises, typically of fine grain and incorporating verandahs and awnings (Figure 7). Most are one or two storeys in scale. Many of these buildings have side walls which are blank or non-articulated, ornate detail on side walls is not common.

- ▶ No. 44 Newcombe Street comprises a single storey building currently used as a bank.
- ▶ No. 46 Newcombe Street comprises a two-storey building used as a shop.
- ▶ No. 48-50 Newcombe Street is a single storey building used as a bakery.
- ▶ No. 52-54 Newcombe Street is a single storey building currently comprising a wine bar.
- ▶ No. 56-58 Newcombe Street comprises a single storey fish and chip shop.



Figure 7: Commercial properties on south side of Newcombe Street

West

Directly to the west is the former Portarlington post office at 1 Harding Street. The site comprises the single storey former post office building with a two-storey extension at the rear and is currently used as a dwelling. The building is set back approximately 3 metres from Newcombe Street.

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Figure 8: Streetscape view of subject site and former post office.

2.3 PORTARLINGTON TOWNSHIP CHARACTER

Over the past decade, the Portarlington Town Centre has experienced a steady level of growth, including through the redevelopment of several key properties. This has led to an evolution of character, particularly within Newcombe Street, such that the town centre now hosts a mix of historical and contemporary buildings.

While the historic landmark Grand Hotel has recently been refurbished, the adjoining property at 72-74 Newcombe Street has been redeveloped with a contemporary four storey, mixed-use development. The Grand Hotel maintains its prominence as a landmark within Portarlington. (Figure 9).



Figure 9: Streetscape view of the mixed-use development at 72-74 Newcombe Street

Similarly, a planning permit was issued in 2024 for a mixed-use development at 22-34 Newcombe Street, southwest of the Site (Figure 10). The development comprises three buildings, with ground floor retail tenancies fronting Newcombe Street and apartments on upper levels. The approved development has heights ranging from three to four storeys.

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Figure 10: Birdseye view (render) of mixed-use development at 20, 22-34 Newcombe Street and 25-27 Fenwick Street

With the implementation of the Portarlington Urban Design Framework (described at Section 5), public realm embellishment of the Foreshore Reserve and a policy setting that encourages infill development and housing diversity, a steady, reasonable level of growth is expected to continue. A more detailed review of the township character is provided within Section 'Context Analysis' of KTA's Design Statement (Attachment B).

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3. THE PROPOSAL

This planning permit application seeks approval for the construction of a part three-storey and part four mixed-use building, a reduction in car parking and the creation and alteration of access to road in TZ2. The development comprises 10 residential apartments, 1 retail space and basement car parking.

The proposal has been submitted under the Great Design Fast Track Process and demonstrates full compliance with all design principles published by the Minister for Planning. As such, it represents an exemplar design outcome.

A detailed description of the various components of the proposal is provided in the following section of this report.

3.1 OVERALL DESIGN PHILOSOPHY

Approaching the site and development potential with a fresh perspective, the project team has responded to previous planning proposals for the Site and engaged meaningfully with the Office of the Victorian Government Architect to provide a high-quality design that not only responds to site opportunities and constraints but also complements Portarlington's valued character.

Central to the design philosophy is the building form. Referencing some of KTA's key design objectives:

The proposal is characterised by its response to a predominant urban pattern, particularly in regional towns, of a more formal, masonry, street facing building with a more informal, lightweight structure to the rear. Side walls are treated as secondary facades and articulated as such.

Accordingly the proposal is comprised of two subtly distinct though integrated buildings, linked by a central access breezeway.

Drawing on the existing local character and guided by the immediate context, urban pattern and materiality within the Newcombe Street town centre, KTA has successfully navigated the site's unique characteristics to achieve a thoroughly considered, high-quality design response.

3.2 DEVELOPMENT PROPOSAL

This section provides a summary of the development as contained within the Architectural package (Attachment A). Key development parameters are summarised in Table 2 below.

Table 2: Key Development Parameters

Development Parameter	Details
Type of development	Mixed-use (residential apartments and retail)
No. of Blocks	Two (2) blocks separated by the semi-open breezeway with connected platform: ▶ Urban Block – Newcombe Street frontage ▶ Seaside Block – Foreshore frontage

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Development Parameter	Details	
No. of Storeys	Part three (Seaside Block) and part four (Urban Block) storeys, with basement level	
No. of units and premises	Apartments	10 apartments total
	Retail premises	One retail premises with a leasable floor area of 84m ²
No. of parking spaces	Car	16 car spaces total, specifically: ▶ 15 resident spaces ▶ 1 retail space
	Bicycle	22 spaces within a secure bicycle store.
Types of dwellings	Five dwelling typologies ▶ One (1) Studio ▶ One (1) One-Bedroom ▶ One (1) Two-Bedroom ▶ Four (4) Three-Bedroom ▶ Three (3) Four-Bedroom	

3.3 HEIGHT AND MASSING

The development comprises of two distinct, yet integrated buildings referred to as 'Blocks'. The two blocks are referred to as the 'Urban Block' which fronts Newcombe Street, and the 'Seaside Block' which orients itself toward the Portarlinton Foreshore Reserves. The Blocks are connected by a central access breezeway and represent a considered massing strategy.

The arrangement of the two blocks is a direct response to the site context and extensive character analysis undertaken as part of the design process. This analysis identified two distinct interfaces with differing built form and landscape characteristics; the formal urban character of Newcombe Street and the more informal coastal character of the foreshore. The separation of the development into two forms allows each frontage to adopt an architectural language that is responsive to its respective context.

This massing strategy has allowed for a sensitive response to the slope of the land.

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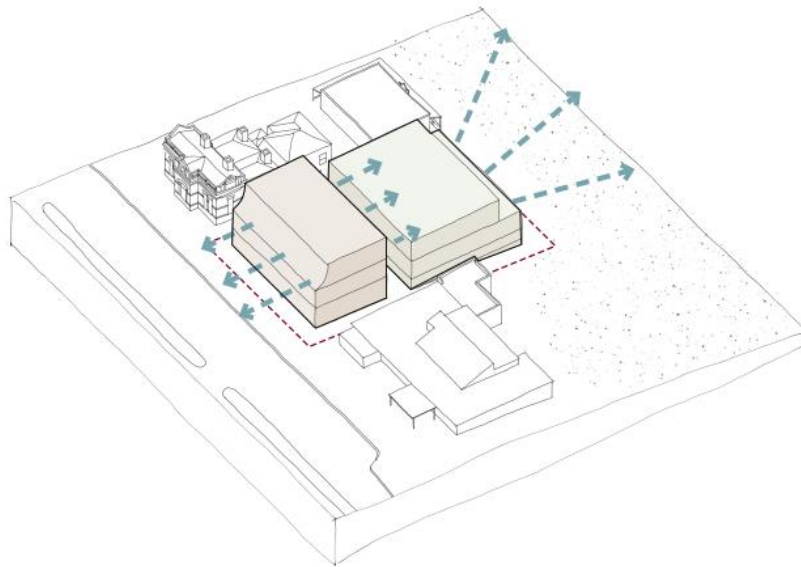


Figure 11: Massing and Facade Design Response (Design Statement, KTA)

3.4 NEWCOMBE STREET FRONTAGE – THE URBAN BLOCK

The Urban Block is designed to sit within its immediate commercial context. This block is distinct through materiality and expression reflective of the prevailing urban pattern along Newcombe Street. That is, a more formal, masonry urban interface. The building is a maximum of storeys and has a maximum building height of 11.795 metres in height from street level.

At ground (street) level, the building is set back approximately 5.8m to provide a generous forecourt area. This setback continues to the glazed front wall of Level 1, with the addition of a balcony that provides private open space for the dwellings and weather protection for the retail space and building entry below.

At Level 2, a balcony is located to the north of the building.

The setback to Newcombe Street allows for a visual connection to the adjoining former post office building as well as a generous forecourt area which provides activation and public realm integration.

Generous side setbacks of 2.35m to the west boundary, and 2.5m to the east boundary allow views to the foreshore and water from Newcombe Street. Angled screening on windows will restrict overlooking to neighbouring properties.



Figure 12: Urban Block, Newcombe Street view (Design Statement, KTA)

3.5 FORESHORE RESERVE FRONTAGE – SEASIDE BLOCK

The Seaside Block has been designed to respond to the more informal, coastal character of the foreshore reserve and the broader township. It adopts a distinctly lower-scale built form, that transitions from the Newcombe Street frontage by building separation, stepping down and replacing more formal masonry materiality with finer grain timber, steel and other lightweight elements.

The Seaside Block takes a layering approach to minimise visual bulk when viewed from the foreshore. A generous 6.95m setback allows for deep soil planting as part of the overall landscape response.

As the building steps up gradually from the reserve, ground level apartments incorporate landscaped terraces and garden areas further supporting an appearance of the building transitioning from the foreshore to the Town Centre. Upper levels and balcony elements are recessed and setback, increasing at each level to minimise potential for unreasonable bulk and visual impact.

Facades incorporate lightweight screening, pergolas and articulated elements to provide privacy, shading and visual interest. A mix of fine grain, horizontal and vertical elements are proposed, further softening the building.

The overall height of the building is level with the tree line. Although the building is part three and part four storeys in height, it is intended to be read as a two-storey form. This further ensures that the building remains visually subservient to the Grand Hotel.

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Figure 13: Seaside Block, foreshore view (Design Statement, KTA)

3.6 SETBACKS

Table 3 provides a summary of minimum and maximum setbacks across the development.

Table 3: Setback summary

Boundary	Setback Range
North (Foreshore Reserve)	2.23 m – 13.53 m
South (Newcombe Street)	3.45 m – 6.95 m
East (51 Newcombe Street)	2.35 m
West (Harding Street)	2.50 m – 6.95 m

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3.7 VIEWLINES

View lines from Newcombe Street to Port Phillip Bay and the viewshed from the foreshore towards the township are appropriately managed. The development incorporates a 5.85m front setback to Newcombe Street, 6.95m foreshore setback, side setbacks generally ranging between 2.35m and 3.80m, and a 4.20m wide central breezeway separating the two building forms. These setbacks also provide view corridors from Newcombe Street to the bay.

The protection of view lines and viewsheds has played an integral part in the massing strategy. The overall development arrangement reduces bulk and maintains visual separation from adjoining properties. The use of a central breezeway creates further visual permeability through the site and reinforces the connections to the foreshore.



Figure 14: Western boundary view line (Design Statement, KTA)

3.8 APARTMENT LAYOUT

The development provides a mix of studio, two-bedroom, three-bedroom and four-bedroom apartments, arranged around a central open-air breezeway. This configuration allows most apartments to have openings on more than one side of the building, resulting in 80% of apartments achieving a dual-aspect orientation that supports natural daylight and cross-ventilation.

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Living areas are positioned along the northern and foreshore-facing edges of the building where possible, while balconies, courtyards and terraces are directly connected to these primary living spaces to extend usable living areas outdoors. Bedrooms are generally located separately from the main living areas, providing functional separation between active and passive functions of the dwelling.

Apartment entries are accessed from the communal breezeway rather than enclosed internal corridors, providing daylight, natural ventilation and direct access to communal planting and seating areas. Screening devices, balcony setbacks and landscaping are incorporated to manage privacy, allow outlook towards the bay and reserve and limiting overlooking of adjoining properties.

Step-free access, lift access and adaptable dwelling layouts have also been incorporated to support long-term accessibility and ageing in place.

3.9 AMENITY AND USER EXPERIENCE

The design philosophy has carefully considered the user experience associated with the development, with a focus on how it will feel for residents and non-residents interacting with the building. The 4.2m wide open-air breezeway is central to both blocks, acting as both a physical link and a bridge between the private and public realm, designed to support incidental community interaction. It also provides excellent access to sunlight, increased circulation, landscaping opportunities and seating where possible, so that the access area is not simply a transition space, but a feature and function of the building as a whole.

The breezeway also serves as a seamless transition from the public to private realm and vice versa. The apartment entries are located in private circulation spaces, with apartments designed to have outlook onto this broader area enabling passive surveillance.

Within the Seaside Block, the layering of landscaping, planter's beds, screening and changes in level creates a clearly defined and measured transition from the foreshore reserve to private realm without the need for excessive fencing.

Opportunities for integration with the public realm have been made where possible. The ground level forecourt on the Newcombe Street frontage is publicly accessible, providing seating, new planting and a gathering area that allows activity from the retail tenancies to spill over into the public realm, providing a public benefit to this section of Newcombe Street.

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Figure 15: Proposed forecourt (Design Statement, KTA)

3.10 LANDSCAPING AND PUBLIC REALM

Proposed landscaping has been designed by Simon Ellis Landscape Architects and is provided at Attachment D. The landscape design incorporates soft native coastal plantings at the northern interface to create a subtle transition to the foreshore environs. The combination of landscaping and elevated decking achieves a sense of privacy and a distinction between the private and public realms, without the need for solid boundary fencing.

In addition, the landscape response includes:

- ▶ A 4m setback between the northern boundary and the north wall plane of the Seaside Block with deep soil and excellent space for two Coastal Banksia to reach full height. This will complement the coastal building materials and further soften the built form.
- ▶ A 1m wide planted swale along the east boundary provides an integrated response to stormwater management
- ▶ An expansive rooftop garden dominated by native grasses and wildflowers, and
- ▶ Various raised planter boxes throughout the site.

With the majority of selected plant species being native, proposed landscaping will have a low water demand and represents a positive addition to local biodiversity.

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3.11 ACCESS AND CAR PARKING

Vehicle access is provided from Newcombe Street to a basement car park. The basement contains resident and retail staff parking and includes EV charging provision to all car parking spaces.

The crossover is approximately 6.5 metres wide and provides sufficient space for vehicles to enter and exit the site in a forward direction. Lift and stair access connect the basement with the residential levels above.

Pedestrian access is provided from Newcombe Street through the forecourt and central breezeway. The breezeway forms the primary circulation spine through the site and provides access to apartment entries, communal areas and bicycle storage facilities.

Accessible pathways connect the forecourt, residential entry, basement lift, communal open space and foreshore-facing areas of the development.

Secure bicycle parking is located adjacent to the breezeway and includes resident and visitor spaces, together with a bicycle repair station.

Pedestrian circulation is separated from vehicle access routes, with direct connections provided between Newcombe Street, the residential lobby and the foreshore interface.

Please refer to the Traffic Impact Assessment prepared by Amber within Attachment F for further detail.

3.12 ENVIRONMENTALLY SUSTAINABLE DESIGN

The proposal incorporates environmentally sustainable design and meets high performance targets through a variety of active and passive Environmentally Sustainable Design (ESD) features.

The Sustainable Management Plan prepared by GIW Environmental Solutions (refer to Attachment E) details the development's sustainability credentials and performance targets. Notable ESD initiatives incorporated into the development include:

- ▶ Dual aspect dwellings to promote access to natural daylight and cross-flow ventilation to all living and bedroom areas. 100% of apartments are effectively naturally ventilated.
- ▶ Well integrated verandah and balcony spaces to the north and south.
- ▶ Operable windows for passive ventilation.
- ▶ Rainwater capture, storage and reuse
- ▶ Installation of solar PV system
- ▶ Planting to balconies at each level and across the green roof
- ▶ Bike storage and future proofing for car e-charging stations
- ▶ 8.0 Star average NatHERS Energy Rating result.

The SMP includes a Built Environment Sustainability Scorecard (BESS) Report. A score of 50% and higher equates to 'best practice' and is an effective pass of the BESS tool. A score of 70% and higher equates to BESS 'excellence'. The project achieves a total BESS score of 71% with no mandatory categories (IEQ, Energy, Water, Stormwater) below 50%.

3.13 WASTE MANAGEMENT

The Waste Management Plan prepared by Leigh Design (refer to Attachment G) details how waste and recycling associated with the development will be managed.

The owner's corporation will be responsible for managing the waste system. Residents and commercial tenants will dispose garbage and recyclables into their respective bins stored in the designated waste area within the Urban Block. Both residential and commercial refuse/recycling shall be collected from Newcombe Street by a private collector.

Loading/unloading and refuse and recycling collection is to be undertaken on-street, with vehicles to prop kerbside in a proposed loading zone created by minor changes to on-street parking at the front of the site. Refer to the Traffic Impact Assessment for further details.

It is anticipated that appropriate permit conditions will ensure the requirements and recommendations of the plan are met.

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4. PLANNING CONTEXT

This section of the report sets out a summary of the relevant planning controls and provisions contained within the Greater Geelong Planning Scheme. In summary, the proposed development triggers the requirement for a planning permit under the following:



- ▶ Clause 34.01-4 To construct or carry out works in C1Z
- ▶ Clause 43.01-1 To construct or carry out works in HO
- ▶ Clause 43.02-2 To construct or carry out works in DDO21
- ▶ Clause 52.29-2 To create or alter access to a road in TZ2
- ▶ Clause 52.06-5 To reduce the minimum number of car parking spaces required

4.1 STRATEGIC PLANNING POLICY

The following policy documents and local strategic studies are relevant to this application.

- ▶ ***Plan for Victoria (DTP, 2025)***

Plan for Victoria is a state-wide strategic land use plan that articulates Victoria's vision for future growth.

As identified in *Map 4 of Plan Victoria*, Greater Geelong has a housing target of 128,600 dwellings, of which 77,500 are to be accommodated in non-greenfield areas and 51,100 in greenfield areas. While much of the Bellarine Peninsula is identified as a Distinctive Area and Landscape, Portarlington and the subject land is classified as an urban infill area of the Peninsula.

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Barwon

1. Greater Geelong	128,600
Non-Greenfield Target	77,500
Greenfield Target	51,100
2. Surf Coast	8,000
3. Colac Otway	3,700
4. Borough of Queenscliffe	400

Figure 16: Map 15 (Left) and Map 4 extracts (Right) of Plan of Victoria

► G21 Regional Growth Plan 2013

The G21 Regional Growth Plan is a regional level strategic planning document intended to guide land use and development outcomes across a range of south-west Victorian municipalities, including the City of Greater Geelong.

Within the plan, the Bellarine Peninsula has been identified as having the capability to accommodate around 43,000 residents within infill or identified growth areas. However, it is also highlighted that growth in coastal settlements of Barwon Heads, Indented Head, St Leonards, **Portarlington**, Queenscliff and Point Lonsdale should be limited to existing settlement boundaries. It is noted that this plan has not been updated since the inception of the Distinctive Areas and Landscape program.

► Bellarine Peninsula Statement of Planning Policy (Victorian Government, 2023)

The Bellarine Peninsula Statement of Planning Policy (SPP) was included in the GGPS on 13 February 2026 via Amendment VC245. The SPP was prepared as part of the Distinctive Area and Landscape (DAL) program and is intended to guide the future use, development and management of land within the Bellarine Peninsula declared area over the next 50 years.

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The Bellarine SPP provides the following in relation to Portarlington:

Portarlington is a coastal village that rises up a gentle hill from a sandy foreshore. It has scenic views of Port Phillip Bay and the surrounding landscapes, which provide a marked sense of arrival by ferry. It functions as a seaside-holiday village and has a small, permanent population. The township is located within the regionally significant Bellarine Northern Coast and Central Hills landscape, and there are unique environmental assets at Point Richards and wetlands to the west. The rolling, agricultural landscape stretching beyond the village forms an important rural green break that contributes to Portarlington's coastal character and identity.

Future urban development will be carefully managed through infill and greenfield development within the protected settlement boundary shown on Map 15. It will be planned and designed to maintain and enhance the village's relaxed, low-scale coastal character, which is enhanced by generous public spaces that integrate with the highly valued public foreshore, including the environmentally significant Point Richards Flora and Fauna Reserve. Views out over the bay and surrounding rural hinterland will be maintained. Built form is mostly low-scale, one to-two storeys.

Development within and around the town centre provides more diverse housing and will be at a scale and designed to respect the historic built form character. For example, the prominence and heritage character of the Portarlington Grand Hotel's landmark tower will be maintained. It will be sensitively designed to interface with the valued foreshore reserve and to respect the surrounding low-scale built form.

Incremental residential development will respond to Portarlington's informal streetscape character, with dwellings set within larger lots with generous open spaces and boundary setbacks that retain existing vegetation and provide opportunities for new plantings.

New development on the village's periphery will be sensitively designed to integrate with the surrounding landscape and village character. It will provide an attractive gateway along Portarlington Road.

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Map 3: Bellarine Peninsula declared area framework plan



Figure 17: Map 3 Bellarine Peninsula Declared Area Framework Plan (source: Bellarine Peninsula SSP)

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Map 15: Portarlington settlement plan

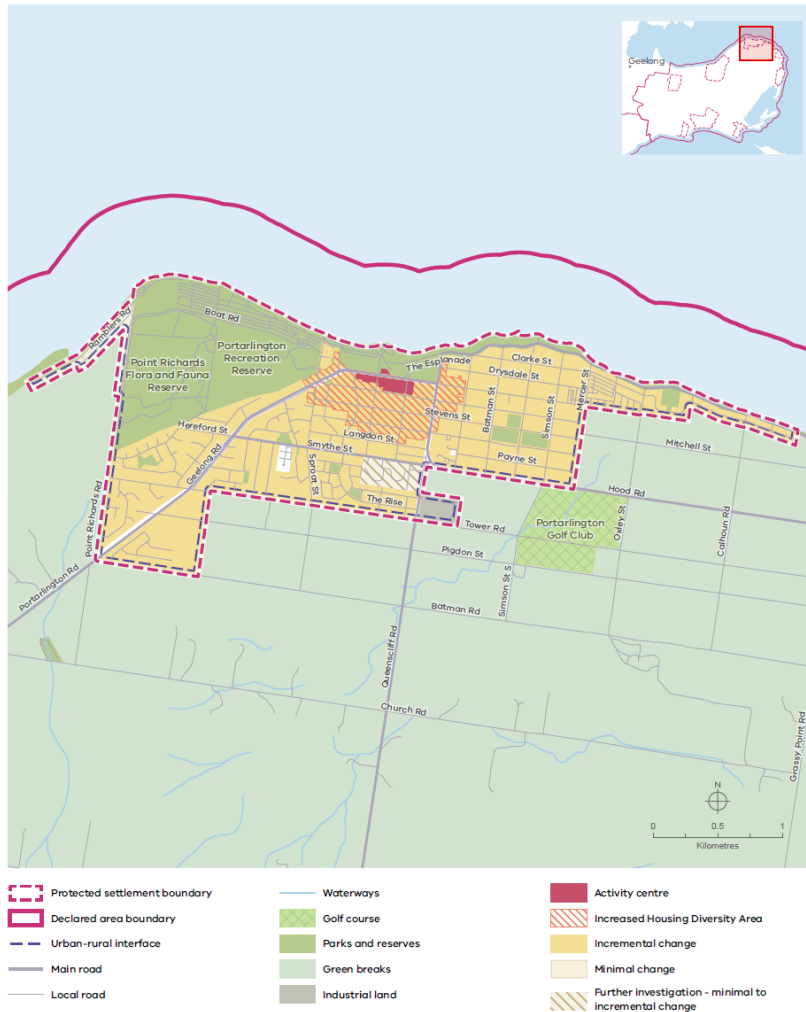


Figure 18: Map 15: Portarlington Settlement Plan (source: Bellarine Peninsula SSP)

Objectives and Strategies relevant to the proposal include:

Objective 8

The following objective is binding on responsible public entities.

To plan and manage the sustainable development of settlements in the declared area consistent with the protection of the area's landscape significance, environment and biodiversity values, Wadawurrung living cultural heritage and historic heritage values and consistent with the unique character and hierarchy designation of each settlement.

Strategies

Responsible public entities are required to have regard to the following strategies to achieve the objective when performing a function or duty or exercising a power in relation to the declared area.

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Strategy 8.1 Direct urban development to a hierarchy of settlements, through designating areas for change and clearly defining protected settlement boundaries for Drysdale–Clifton Springs–Curlewis, Leopold, Ocean Grove, Barwon Heads, Indented Head, Point Lonsdale, Portarlington, St Leonards, Queenscliff and for the Armstrong Creek urban growth area, Moolap and the eastern Geelong suburbs of Whittington and St Albans Park.

Strategy 8.2 Ensure development is designed to respect the identity, heritage and coastal character of settlements.

Strategy 8.3 Direct the majority of residential development within settlements to activity centres, substantial change areas and future urban areas.

Strategy 8.5 Ensure development within settlements maintains and enhances view lines of the rural hinterland, foreshore and coast.

Strategy 8.6 Ensure development within settlements actively responds to the risks associated with climate change impacts and natural hazards.

Strategy 8.7 Facilitate commercial development, community services, visitor accommodation, infrastructure and facilities within town and activity centres.

Strategy 8.8 Ensure development within settlements achieves best practice, environmentally sustainable design for the full life of the development by planning for net-zero emissions for new development and improving the energy, water and waste performance of existing development and infrastructure.

► **City of Greater Geelong Settlement Strategy 2020**

The City of Greater Geelong Settlement Strategy is a municipal level document which provides recommendations, key directions and actionable outcomes for the growth of Geelong.

Specifically in relation to Portarlington and the subject land, the Strategy encourages urban consolidation within existing urban areas.

This Strategy supports Council's Housing Diversity Strategy by encouraging opportunities for a diverse mix of housing around activity centres in Increased Housing Diversity Areas such as the subject land.

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Figure 19: Greater Geelong Housing Framework Plan – 2036 Bellarine Inset (source: CoGG Settlement Strategy 2020)

► [Portarlington Structure Plan 2016 \(Amended 2017\)](#)

The Portarlington Structure Plan was adopted by Council in September 2017 and continues to be a policy document within the planning scheme.

It is intended to guide future use and development outcomes at a more localised scale. As shown in the plan (Figure 14), it identifies a Settlement Boundary, Increased Housing Diversity Area, and several larger sites with development opportunities.

While broader housing policy has shifted since 2017, it is worthy to note that this Structure Plan suggested focussing on “...development of vacant sites and infill of existing sites to meet State and local policy to maintain a compact urban form and protect the defined settlement boundary”

The Site is included within the Increased Housing Diversity Area and notes that future infill development should deliver Urban Design Framework outcomes.

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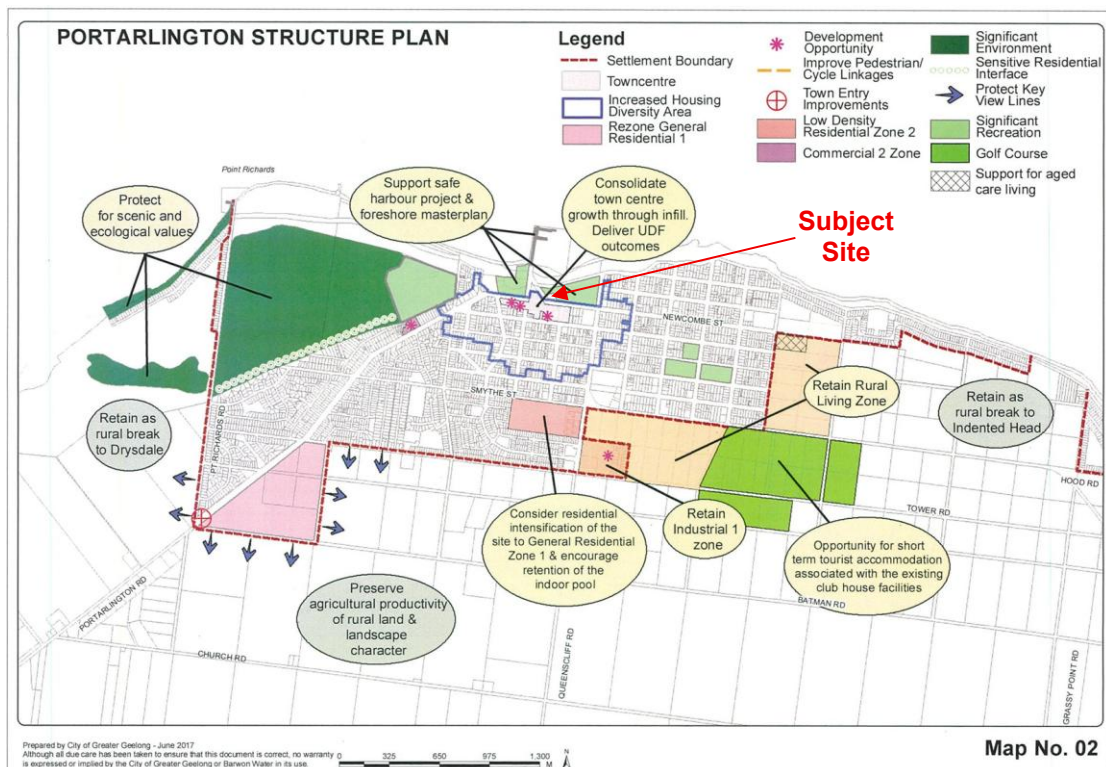


Figure 20: Portarlington Structure Plan 2017

► [Portarlington Urban Design Framework 2011](#)

The Portarlington Urban Design Framework (UDF) for the Town Centre was completed in September 2011 and is also a policy document within the planning scheme.

The UDF provides development principles which seek to address building setback, form, height, vehicle access and car parking matters in relation to future development. Principles and directions relevant to the proposal include:

- To ensure that future housing development provides a variety of housing
 - Encourage development which respects the coastal landscape setting of Portarlington by providing reasonable sharing of views of the coast and foreshore, and by promoting contemporary design that reflects the existing scale setback and spacing, forms and materials of buildings in the vicinity.
 - Focus medium density housing within walking distance (400m) of the Portarlington Town Centre, other retail facilities, major areas of public open space and public transport routes. Such development should be balanced with neighbour character objectives.
 - Support a mix of housing types and lot sizes, particularly around/ within walking distance of Portarlington Town Centre including the provision of housing choices designed for elderly people.

A town centre streetscape and public realm upgrade (Figure 21) has been undertaken and completed since the UDF was first issued. (as shown in the street view photos in Section 2).

Notably, the UDF informed the introduction of the Design and Development Overlay – Schedule 21, which applies to the site.

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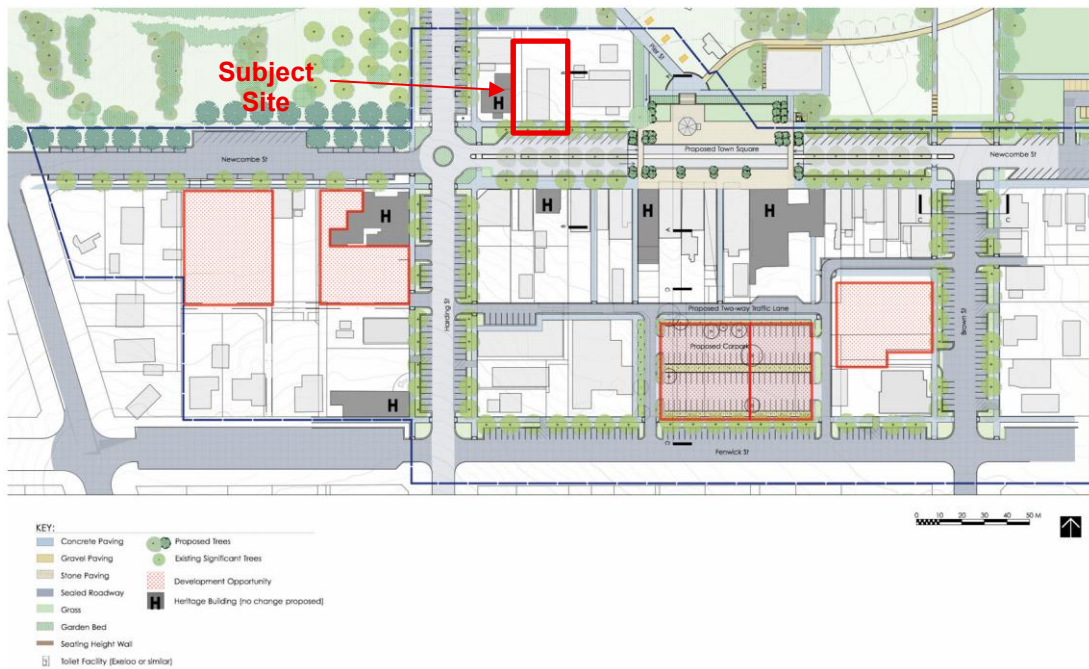


Figure 21: Public Realm Concept Plan (source: Portarlington Urban Design Framework 2011)

The Public Realm Walkability plan seeks active frontages to the north and south of the subject site together with proposed pedestrian routes that follow the public road network.

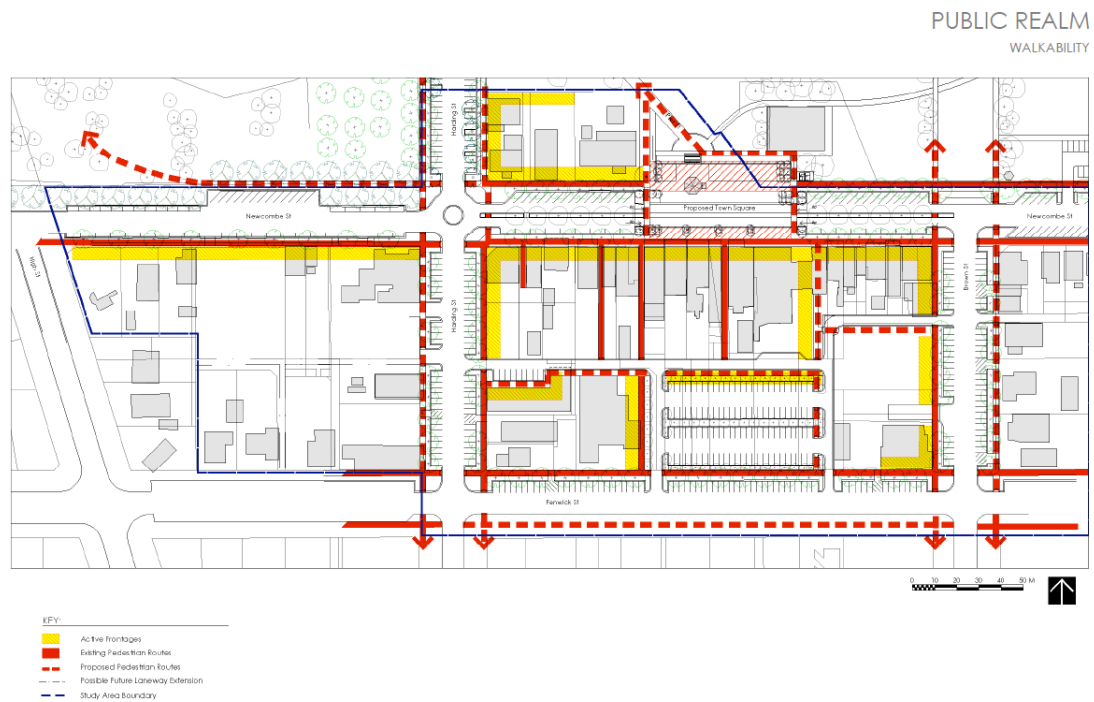


Figure 22: Proposed Pedestrian Access and Active Frontage Diagram (source: Portarlington Urban Design Framework 2011)

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4.2 MUNICIPAL PLANNING STRATEGY

The following elements of the MPS are relevant to the consideration of the proposal:

Municipal Planning Strategy

► Clause 02.01 Context

The Bellarine Peninsula and Surf Coast are both declared a 'distinctive area and landscape' under Part 3AAB of the Planning and Environment Act 1987. This declaration offers legislative protection for the environment, landscapes, cultural heritage and natural resources of the areas.

► Clause 02.03-1 Settlement

The following strategic directions are of relevance to the application:

- *Direct and contain growth within identified locations across the municipality.*
- *Maintain the unique township, landscape, tourism, farming and environmental values of the Bellarine Peninsula.*
- *Maintain the unique identity of Greater Geelong and its townships.*
- *Locate and design urban areas to mitigate the potential impacts of climate change.*

Specifically in relation to the Bellarine Peninsula, the following strategic directions are noted:

- *Contain urban development within protected settlement boundaries.*
- *Support and preserve the individual character, identity, role and function of each Bellarine Peninsula township.*
- *Protect and enhance the rural and coastal environment and landscapes on the Bellarine Peninsula and maintain non-urban breaks between settlements.*

Portarlington is identified within the Geelong Retail Centre Hierarchy as a Town Centre which provides:

- *Major community shopping locations providing weekly grocery shopping for the local township in combination with specialty store shopping that also services visitors to the region.*

► Clause 02.03-5 Built Environment and Sustainability

This Clause identifies the need to balance anticipated growth with change to the identity of a place. Increased housing density is encouraged to make a positive contribution to the neighbourhood. The following strategic directions are of relevance to the application:

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

► Clause 02.03-6 Housing

This Clause acknowledges the identification of Increased Housing Diversity Areas together with the Bellarine Statement of Planning Policy which informs housing growth within protected settlement boundaries such as the subject land.

The following strategic directions are of relevance to the application:

- *Facilitate infill development to increase its housing supply contribution.*
 - *Support residential development where the density, mass and scale is complementary to the location, role and character of the specific IHDA or housing change area identified in the Bellarine Peninsula Statement of Planning Policy (Victorian Government, 2023).*
 - *Ensure housing diversity is achieved in established and growth area communities.*
- ▶ Clause 02.04-3 Housing and settlement framework plan

This plan identifies the subject land as being within the Portarlington protected settlement boundary (limited housing growth) however the site is also within the higher order Increased Housing Diversity Area where high and medium density housing is encouraged.

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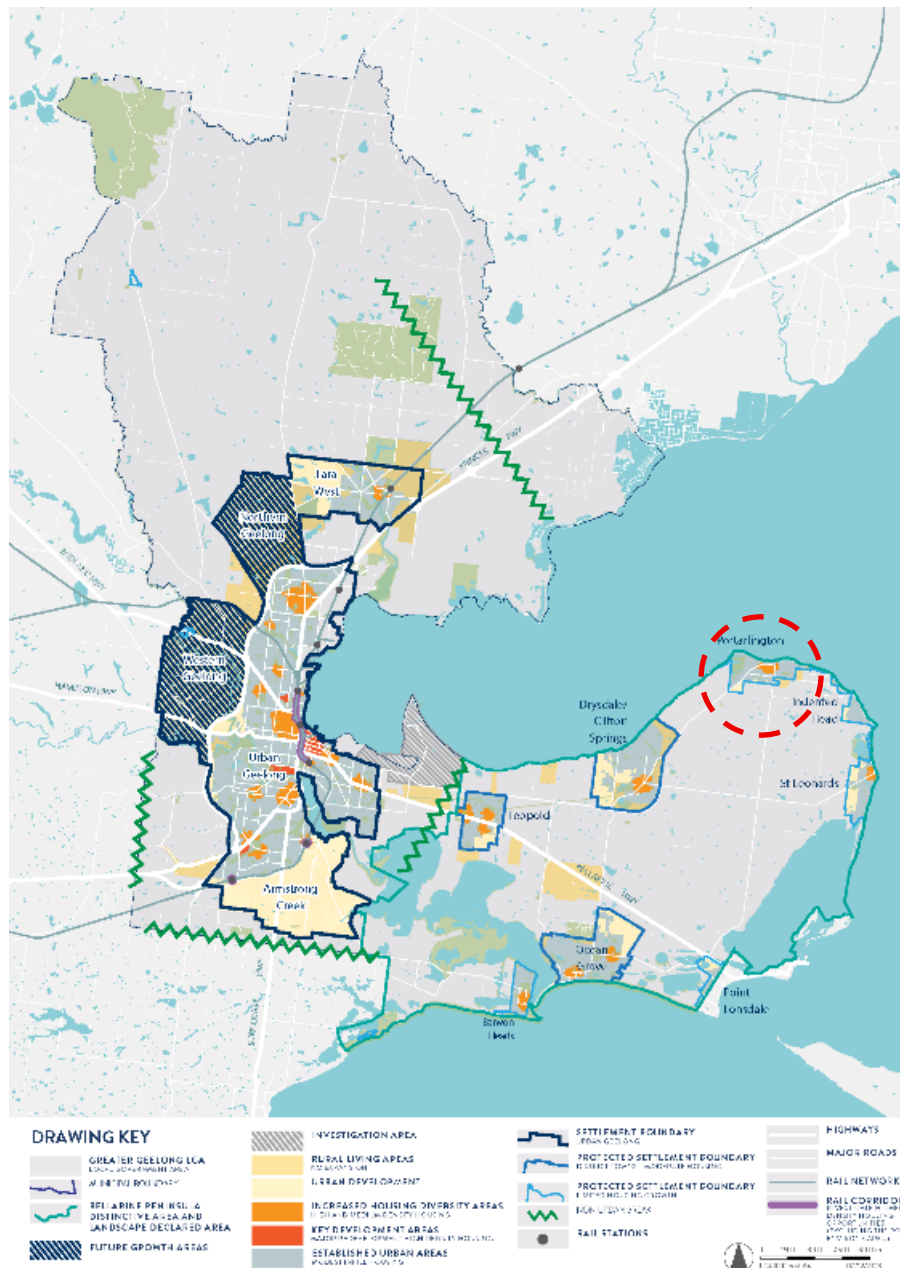


Figure 23: Clause 02.04-3 Housing and settlement framework plan

4.3 PLANNING POLICY FRAMEWORK

► Clause 11 Settlement

This clause reinforces the role of planning to respond to existing and future community needs by providing zoned and serviced land for (among others) housing and commercial purposes.

Specifically in relation to the subject land and proposed infill development, the following policy is considered relevant:

Planning is to facilitate sustainable development that takes full advantage of existing settlement patterns and investment in transport, utility, social, community and commercial infrastructure and services.

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► Clause 11.01-1S Settlement

The objective is:

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

The following strategies are relevant to the consideration of the proposal:

Develop sustainable communities through a settlement framework that:

- *Offers a range of housing choices.*
- *Provides convenient access to jobs, services, infrastructure and community facilities.*
- *Takes into account regional and municipal contexts and frameworks.*

Manage the expansion of settlements by:

- *Creating and reinforcing settlement boundaries. Where no settlement boundary is identified, limit the expansion of a settlement to the extent of existing urban zoned land.*
- *Promoting and capitalising on opportunities for urban renewal and infill redevelopment.*
- *Limiting urban sprawl and directing growth into existing settlements.*

Provide for growth in population and development of facilities and services across a regional or sub-regional network in accordance with housing targets.

► Clause 11.01-1R Settlement – Geelong G21

Relevant strategies include:

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

► Clause 11.01-1L-01 Settlement – Greater Geelong

Relevant strategies include:

- *Ensure urban development occurs within designated settlement boundaries, including the protected settlement boundaries.*

► Clause 11.03-1L Activity Centres in Greater Geelong

The objectives of this strategy are:

- *To support the role and function of centres in the Geelong Retail Centre Hierarchy.*
- *To support continued diversification of retail centres over time.*

Relevant strategies include:

- *Encourage a mix of retail, office, cafes, higher density housing, education and community facilities to locate within centres, but particularly in Regional (Central Geelong), Sub-regional and Town Centres.*

- *Support accommodation uses above ground level floor space in retail and activity centres subject to provision of parking and access requirements to meet the needs of users.*
- *Support increased intensity and vertical growth of centres to encourage expansion and to reduce the need to develop new centres.*

The *City of Greater Geelong Retail Strategy 2020-2036* (City of Greater Geelong and SGS Economics and Planning, August 2020) is a policy document at this clause.

► Clause 11.03-4S Coastal settlement

The objective of this policy is:

To plan for sustainable coastal development.

Relevant strategies include:

- *Plan and manage coastal population growth and increased visitation so that impacts do not cause unsustainable use of coastal resources.*
 - *Support a network of diverse coastal settlements that provide for a broad range of housing types, economic opportunities and services.*
 - *Minimise linear urban sprawl along the coastal edge and ribbon development in rural landscapes.*
 - *Minimise the quantity and enhance the quality of stormwater discharge from new development into the ocean, bays and estuaries.*
- Clause 11.03-5S Distinctive areas and landscapes

The objective of this clause is:

To recognise the importance of distinctive areas and landscapes to the people of Victoria and protect and enhance the valued attributes of identified or declared distinctive areas and landscapes.

The following strategies are relevant to the consideration of the proposal:

- *Recognise the unique features and special characteristics of these areas and landscapes.*
- *Implement the strategic directions of approved Localised Planning Statements and Statements of Planning Policy.*
- *Recognise the important role these areas play in the state as tourist destinations.*
- *Protect the identified key values and activities of these areas.*
- *Support use and development where it enhances the valued characteristics of these areas.*

The following policy document is required to be considered where relevant:

- *Bellarine Peninsula Statement of Planning Policy (Victorian Government, 2023)*
- Clause 11.03-6L-01 Bellarine Peninsula

This policy applies to land shown on the Portarlington Structure Plan Map, including the subject land.

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The objectives of this clause are:

To ensure development responds to the identity and preferred character of the individual township in which it is located.

To provide attractive and sustainable industrial, commercial, retail, agricultural and tourism development in designated locations, to service the wider Bellarine community.

General strategies relevant to the proposal include:

- *Contain urban development within the protected settlement boundaries identified in the structure plan maps.*
- *Support the district towns of Ocean Grove, Drysdale, Clifton Springs and Curlewis, and Leopold to fulfilled their role as service hubs for the Bellarine Peninsula.*
- *Ensure all other townships provide retail, commercial and community uses and facilities that serve the daily needs of the community.*

Strategies relating to Portarlington and relevant to the proposal include:

- *Support the on-going management, enhancement and sensitive development of areas of landscape, environment and recreational value, including a place making project at Point Richards Flora and Fauna Reserve.*
- *Encourage development that respects the coastal landscape setting of Portarlington by:*
 - *Providing reasonable sharing of views of the coast and foreshore, where a view has been identified in an overlay.*
 - *Promoting contemporary design that reflects the existing scale, setbacks, spacing, forms and materials of the buildings in the locality.*
 - *Ensuring that development allows for the protection of significant vegetation or planting around buildings and minimises impacts on roadside vegetation.*
- *Support the integration of the Portarlington town centre and pier-foreshore area.*
- *Support development in the Portarlington town centre incorporating accommodation uses above ground level retail floor space, where such development meets all parking and access requirements.*

Policy documents relevant to the proposal are:

- Bellarine Peninsula Statement of Planning Policy (Victorian Government, 2023)
- Bellarine Peninsula Strategic Plan (City of Greater Geelong, 2006)
- Portarlington Structure Plan (City of Greater Geelong, 2016 amended 2017)
- Portarlington Urban Design Framework (City of Greater Geelong, 2011)
- City of Greater Geelong Settlement Strategy (City of Greater Geelong, August 2020)

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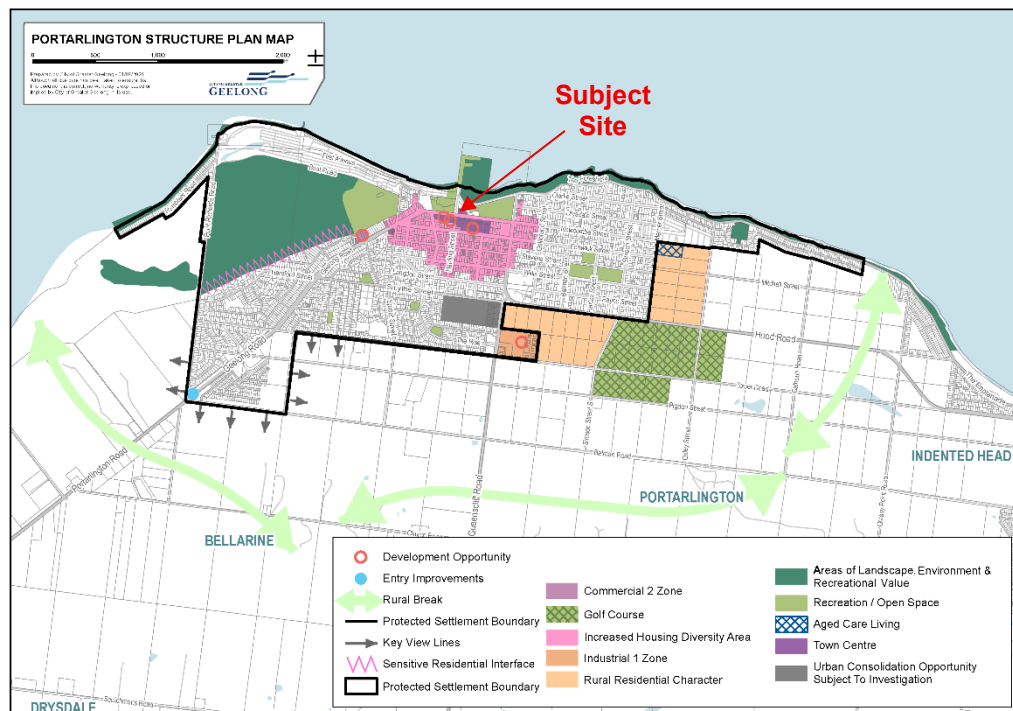


Figure 24: Portarlington Structure Plan Map

► Clause 12.06 Sustainable Environment

The objective of this clause is:

- To protect and enhance tree canopy in urban areas.

The following strategies are relevant to the consideration of the proposal:

- Contribute to achieving an overall 30 per cent tree canopy target for urban areas by:
 - Encouraging the retention of existing canopy trees.
 - Promoting the planting of new canopy trees:
 - Within the public realm and open space (excluding areas dedicated to biodiversity or native vegetation conservation).
 - On private land.
- Ensuring that canopy tree species are appropriate for the locality, available space, growing conditions and future climate conditions.

► Clause 13. 01-1S Urban Heat

The objective of this clause is:

To reduce urban heat and minimise impacts of urban heat on human health and wellbeing.

The following strategies are relevant to the consideration of the proposal:

- Support development that contributes to cooler urban environments.
- Support cooling design responses in urban areas through the

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- *Planting and maintenance of canopy trees and other vegetation.*
 - *Use of integrated water management.*
 - *Provision of shading of pedestrian walkways.*
 - *Use of permeable surfaces and low heat absorbing surface materials, such as green roofs and walls.*
 - *Encourage use of alternative water resources such as recycled water, stormwater and rainwater to support canopy tree and vegetation growth.*
- Clause 13. 05-1S Noise Management

The objective of this clause is:

To assist the management of noise effects on sensitive land uses. Relevant strategies include:

The following strategies are relevant to the consideration of the proposal:

- *Ensure that development is not prejudiced and community amenity and human health is not adversely impacted by noise emissions.*
 - *Minimise the impact on human health from noise exposure to occupants of sensitive land uses (residential use, child care centre, school, education centre, residential aged care centre or hospital) near the transport system and other noise emission sources through suitable building siting and design (including orientation and internal layout), urban design and land use separation techniques as appropriate to the land use functions and character of the area.*
- Clause 15.01-1S Urban Design

The objective of this clause is:

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

The following strategies are relevant to the consideration of the proposal:

- *Require development to respond to its context in terms of character, cultural identity and heritage, natural features, surrounding landscape and climate.*
- *Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.*
- *Ensure the interface between the private and public realm protects and enhances personal safety.*
- *Ensure development supports public realm amenity and safe access to walking and cycling environments and public transport.*
- *Ensure that the design and location of publicly accessible private spaces, including car parking areas, forecourts and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use.*
- *Ensure that development provides landscaping that supports the amenity, attractiveness and safety of the public realm.*
- *Ensure that development, including signs, minimises detrimental impacts on amenity, on the natural and built environment and on the safety and efficiency of roads.*

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- *Promote good urban design along and abutting transport corridors.*

► **Clause 15.01-1L-01 Development in Activity Centres**

This policy applies to all buildings and works applications in activity centres such as the Portarlington Town Centre.

The objective of this clause is:

To ensure the design and layout of new or expanding centres minimise amenity impacts on surrounding uses and contribute positively to the streetscape and surrounding area.

The following strategies are relevant to the consideration of the proposal:

- *Ensure blank walls and loading bays are not adjacent to sensitive land uses and key vehicle and pedestrian accessways to a centre.*
- *Ensure illuminated signage does not impact on sensitive land uses.*
- *Ensure new development provides visually interesting and active street frontages where buildings abut the street or a public space.*
- *Encourage car parking areas to be located to the side or rear of a centre.*
- *Ensure car parking areas do not visually dominate the front setback area of a centre by providing landscaping including canopy trees.*
- *Ensure there are safe and convenient pedestrian connections from car parking areas and the surrounding footpath network to the entrance(s) of a centre.*

► **Clause 15.01-2S Building Design**

The objective of this clause is:

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

The following strategies are relevant to the consideration of the proposal:

- *Ensure a comprehensive site analysis forms the starting point of the design process and provides the basis for the consideration of height, scale, massing and energy performance of new development.*
- *Ensure development responds and contributes to the strategic and cultural context of its location.*
- *Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.*
- *Improve the energy performance of buildings through siting and design measures that encourage:*
 - *Passive design responses that minimise the need for heating, cooling and lighting.*
 - *On-site renewable energy generation and storage technology.*
 - *Use of low embodied energy materials.*
- *Restrict the provision of reticulated natural gas in new dwelling development.*

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- *Ensure the layout and design of development supports resource recovery, including separation, storage and collection of waste, mixed recycling, glass, organics and e-waste.*
- *Encourage use of recycled and reusable materials in building construction and undertake adaptive reuse of buildings, where practical.*
- *Encourage water efficiency and the use of rainwater, stormwater and recycled water.*
- *Minimise stormwater discharge through site layout and landscaping measures that support on-site infiltration and stormwater reuse.*
- *Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.*
- *Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.*
- *Ensure development is designed to protect and enhance valued landmarks, views and vistas.*
- *Ensure development considers and responds to transport movement networks and provides safe access and egress for pedestrians, cyclists and vehicles.*
- *Encourage development to retain existing vegetation.*
- *Ensure development provides landscaping that responds to its site context, enhances the built form, creates safe and attractive spaces and supports cooling and greening of urban areas.*

► **Clause 15.01-2L Environmentally Sustainable Development**

The objective of this clause is:

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

Relevant strategies relating to this clause are addressed in the accompanying Sustainability Management Plan (SMP) prepared by GIW Environmental Solutions

► **Clause 15.01-5S Neighbourhood Character**

The objective of this clause is:

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

The following strategies are relevant to the consideration of the proposal:

- *Support development that respects the existing neighbourhood character or contributes to a preferred neighbourhood character.*
- *Ensure the preferred neighbourhood character is consistent with medium and higher density housing outcomes in areas identified for increased housing.*
- *Ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment and place by respecting the:*
- *Pattern of local urban structure and subdivision.*
- *Underlying natural landscape character and significant vegetation.*

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- *Neighbourhood character values and built form that reflect community identity.*

▶ Clause 15.01-5L Neighbourhood Character

The following objective is relevant to the proposal:

To manage the impact of urban change on existing neighbourhoods.

The following strategies are of relevance to the consideration of the proposal:

- ▶ *Retain existing vegetation wherever possible, particularly vegetation that contributes to the municipality's tree canopy.*
- ▶ Clause 15.03-1S Heritage conservation

The objective of this clause is:

To ensure the conservation of places of heritage significance.

▶ Clause 15.03-1L Heritage conservation

This policy applies to all land affected by a Heritage Overlay.

The following strategies are of relevance to the consideration of the proposal:

- *Support use and development of a heritage place that enhances its significance and contributes to its longevity.*
- *Design and site development, including external alterations of buildings, to make a positive contribution to the significance of the heritage place.*
- *Design development in heritage areas to provide a contemporary interpretation that relates to the location, bulk, form and materials of existing or neighbouring significant heritage places.*
- ▶ Clause 15.03-2S Aboriginal Cultural Heritage

The objective of this clause is:

To ensure the protection and conservation of places of Aboriginal Cultural Heritage significance.

The following strategy is of relevant to the consideration of the proposal:

- Ensure that permit approvals align with the recommendations of any relevant Cultural Heritage Management Plan approved under the Aboriginal Heritage Act 2006.
- ▶ Clause 16.01-1S Housing Supply

The objective of this clause is:

To facilitate well-located, integrated and diverse housing that meets community needs.

The following strategies are relevant to the consideration of the proposal:

- *Plan to accommodate housing targets specified in this clause by ensuring zones and overlays deliver sufficient realisable development capacity.*

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- *Increase the proportion of housing in urban areas with good access to opportunities and services (including under-utilised urban land) and reduce the share of new dwellings in greenfield, fringe and dispersed development areas.*
- *Encourage higher density housing development on sites that are well located in relation to jobs, services and public transport.*
- *Identify opportunities for increased residential densities to help consolidate urban areas.*
- *Facilitate diverse housing that offers choice and meets changing household needs by widening housing diversity through a mix of housing types.*
- *Encourage the development of well-designed housing that:*
 - *Provides a high level of internal and external amenity.*
 - *Incorporates universal design and adaptable internal dwelling design.*
- *Support opportunities for a range of income groups to choose housing in well-serviced locations.*

It is noted that the housing target for Greater Geelong is 128,600 with 77,500 of those dwellings to be provided in established areas.

► **Clause 16.01-1R Infill housing – Geelong G21**

The strategy at this clause is:

Facilitate infill development in Central Geelong and West Fyans and around activity areas within urban Geelong and district towns.

► **Clause 16.01-1L-02 Increased Housing Diversity Areas**

This policy applies to residential land in Portarlington that is identified in the Increased Housing Diversity Areas maps.

The following strategies are of relevance to the consideration of the proposal:

- *To evolve the character of Increased Housing Diversity Areas (IHDA) through more intensive development.*
- *To support development that makes a positive architectural and urban design contribution to the IHDA.*
- *To maintain streetscape character in heritage areas.*
- *To promote pedestrian safety within the IHDA.*

Strategies relevant to the proposal include:

- *Maximise opportunities for housing in IHDA by accommodating:*
 - *High density housing in the activity centres consistent with their primary commercial and retail role.*
 - *Medium density housing in residential areas with more intensive development being located closest to the core of activity centres.*
- *Encourage a diversity of housing types to cater to a variety of lifestyle needs.*
- *Encourage development to provide a high level of on-site amenity for future residents.*
- *Encourage development that incorporates a combination of horizontal and vertical articulation, materials, textures and colours to create visual interest.*

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- Encourage a sympathetic design response when addressing any unique characteristics such as heritage places, significant vegetation, topography and public spaces.
- Design development to recess upper levels to reduce dominance of the building from adjoining properties and the streetscape.

Specifically in relation to building height policy guidelines, the following is noted:

- Encouraging development of up to three stories. Three storey development should be located on larger sites abutting the activity centre or where the amenity of adjoining properties will not be unreasonably impacted.
- Encouraging the recessing of third storeys to reduce dominance of the building from adjoining properties and the streetscape.

Other strategies and guidelines relating to car parking, and heritage are relevant to the proposal.

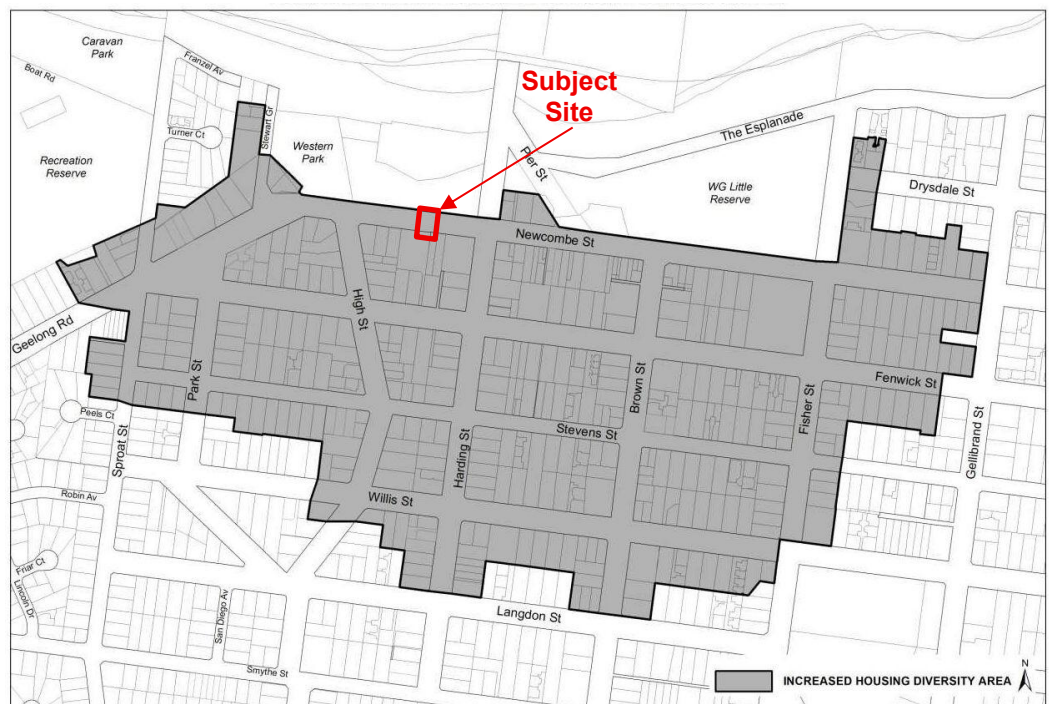


Figure 25: Portarlington IHDA Map

► Clause 16.01-1L-03 Increased Housing Diversity in Coastal Areas

The following strategies are relevant to the consideration of the proposal

- Encourage innovative architecture that respects the coastal setting by incorporating:
 - A variety of lightweight materials.
 - Building elements and details that contribute to a lightness of structure (including balconies, verandahs, extensive glazing, light transparent balustrading).
 - Simple detailing.
 - Higher building elements to capture views.
- Retain the openness of the streetscape by avoiding the use of front fences or providing low permeable front fences.

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- *Encourage landscaping to be incorporated into the overall development including planting of a canopy tree and/or large shrubs within front setbacks.*

▶ Clause 17.02-1S Business

The objective of this clause is:

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

The following strategies are relevant to the consideration of the proposal:

- *Provide new convenience shopping facilities to provide for the needs of the local population in new residential areas and within, or immediately adjacent to, existing commercial centres.*
- *Provide small scale shopping opportunities that meet the needs of local residents and workers in convenient locations.*

▶ Clause 19.03-3S Integrated Water Management

The objective of this clause is:

To sustainably manage water supply and demand, water resources, wastewater, drainage and stormwater through an integrated water management approach.

▶ Clause 19.03-3L Integrated Water Management

▶ The following strategies are relevant to the consideration of the proposal:

- *Encourage all development to incorporate Water Sensitive Urban Design principles.*
- *Encourage planting of low water use vegetation, particularly indigenous vegetation.*

4.4 ZONE PROVISIONS

4.4.1 COMMERCIAL 1 ZONE

The subject site is located within Commercial 1 Zone (C1Z), as shown in Figure 26.

The purposes of the C1Z are:

- ▶ *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- ▶ *To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.*
- ▶ *To provide for residential uses at densities complementary to the role and scale of the commercial centre.*

Pursuant to Clause 34.01-4 permit is required to construct a building or carry out works within the C1Z.

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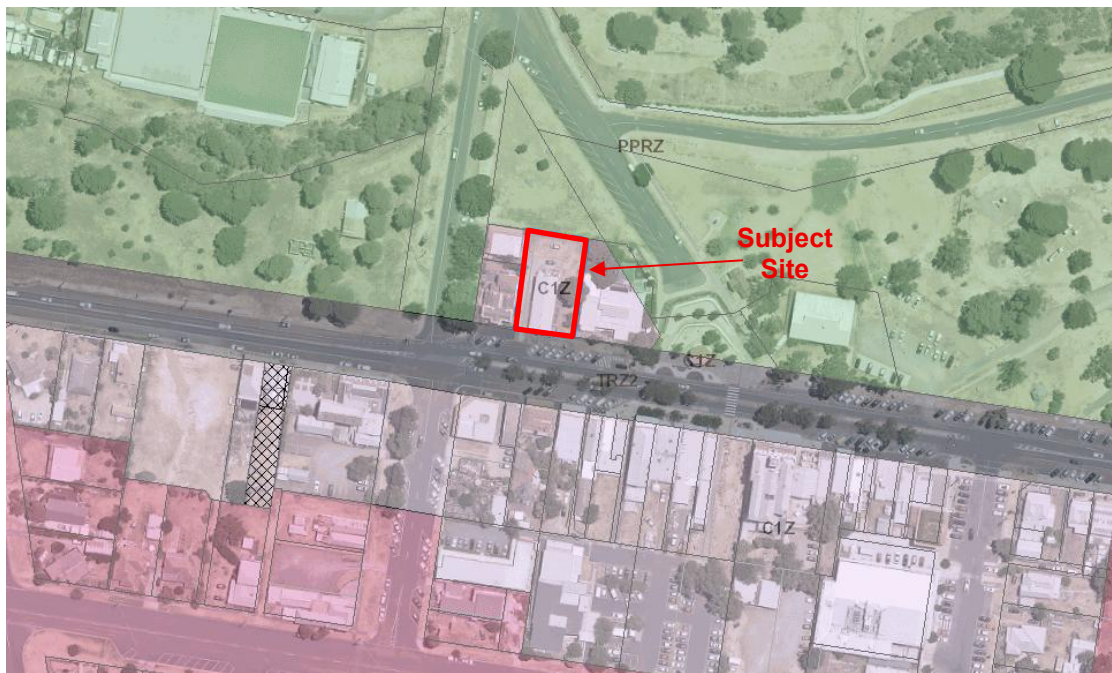


Figure 26: Commercial 1 Zone

4.5 OVERLAY PROVISIONS

4.5.1 DESIGN AND DEVELOPMENT OVERLAY – SCHEDULE 21

The subject site is affected by the Design and Development Overlay – Schedule 21 (DDO21) as shown in Figure 27. All other land C1Z land within the Portarlington town centre is similarly included within the DDO21.

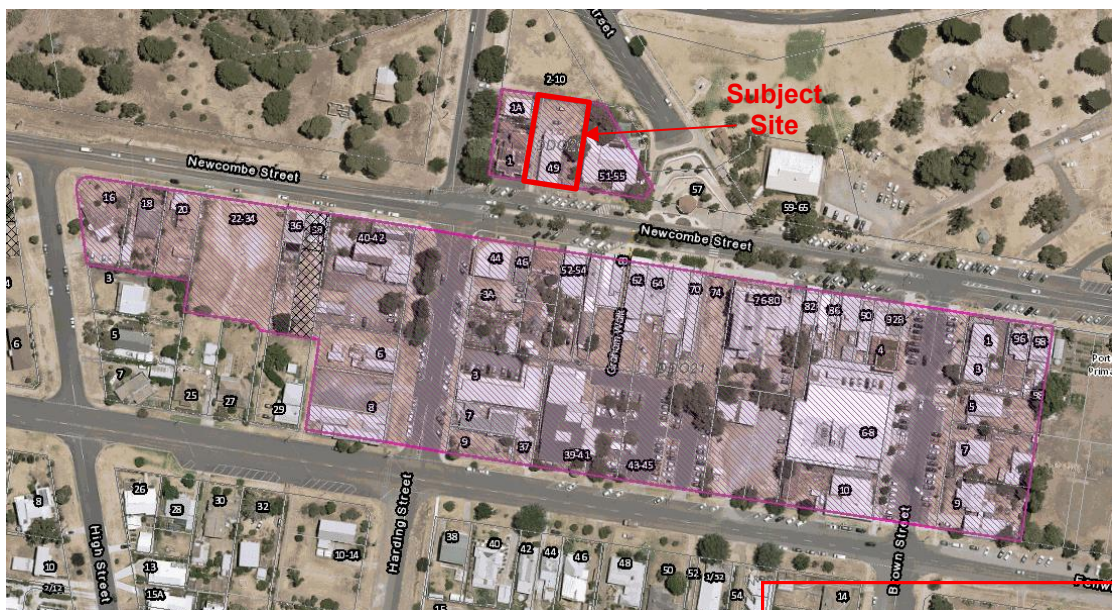


Figure 27: DDO21 – Portarlington Town Centre

The purpose of the DDO is to provide design objectives and guidelines across an identified area.

The DDO21 relates specifically to the 'Portarlington Town Centre'. The design objectives of the DDO21 include:

- ▶ *To protect the existing views and vistas from the Town Centre and reinforce the Town Centre's proximity to the bay.*
- ▶ *To enhance the established coastal character of the Town Centre.*
- ▶ *To provide an attractive, safe and accessible environment within the Town Centre.*
- ▶ *To encourage development within the Town Centre to provide an appropriate interface to protect the amenity of surrounding residential areas.*
- ▶ *To encourage the creation of active frontages adjacent to existing roads and laneways.*
- ▶ *To encourage the redevelopment of land within the Town Centre to maximise development potential where high quality urban design can be demonstrated.*

Pursuant to Clause 43.02-2 a permit is required to construct a building or carry out works within the DDO21.

We note that buildings and works should comply with the design objectives and responses specified in Table 1 to Schedule 21.

An assessment of the proposal against the relevant objectives is provided in the assessment section of this report.

4.5.1.1 Heritage Overlay

The subject site is partly affected by the Heritage Overlay (HO1562) as shown in Figure 28.



Figure 28: Heritage Overlay (HO1562)

The purpose of the HO1562 is:

- ▶ *To ensure that development does not adversely affect the significance of heritage places.*

Pursuant to Clause 43.02-2 and 43.02-3, a permit is required to construct a building or carry out works within the HO.

4.6 PARTICULAR & GENERAL PROVISIONS

The following particular and general provisions of the Greater Geelong Planning Scheme are relevant to this application:

4.6.1.1 Clause 52.06 – Car Parking

The purpose of Clause 52.06 is:

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

Pursuant to Table 1 of Clause 52.06, the statutory carparking rate is as follows:

Use	Measure	Category 1 (Minimum Requirement)	Development Measure	Parking Requirement
Dwelling	To each dwelling	1.2	10 dwellings	12 spaces
Shop/ Food and drink premises	To each 100 square metres of net floor area	4	84m ²	3 spaces

The development has a total statutory parking requirement of 15 spaces.

The development provides a total of 16 car spaces, with 15 allocated as residential spaces and 1 allocated as commercial car space. This results in a surplus of 3 residential car spaces and a shortfall of 2 commercial car spaces. Consequently, a permit is sought to reduce the number of car parking spaces required under Clause 52.06.

This is further assessed within the Traffic Impact Assessment prepared by Amber and at Section 5 of this report.

4.6.1.2 Clause 52.29 – Land Adjacent to the Principal Road Network

The purpose of Clause 52.29 is:

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

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

Pursuant to Clause 52.29-2, a permit is required to create or alter access to a road in a TZ2.

4.6.1.3 Clause 52.34 – Bicycle Facilities

The purpose of Clause 52.34 is:

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

Pursuant to Table 1 of Clause 52.34 a total of 3 bicycle spaces is required. The development provides space for 22 bicycle parking spaces within the basement and includes a bicycle

Use	Employee/Resident	Development Measure	Bicycle Parking Requirement
Dwelling	Resident rate: In developments of four or more storeys, 1 to each 5 dwellings Visitor rate: In developments of four or more storeys, 1 to each 10 dwellings	10 dwellings	2 resident spaces, 1 visitor space
Retail premises other than specified in this table	Employee rate: 1 to each 300 sq m of leasable floor area Visitor rate: 1 to each 500 sq m of leasable floor area	84m ²	0 spaces

repair station, as such the statutory requirement met and exceeded.

4.6.1.4 Clause 53.18 Stormwater Management in Urban Development

The purpose of Clause 53.18 is

To ensure that stormwater in urban development, including retention and reuse, is managed to mitigate the impacts of stormwater on the environment, property and public safety, and to provide cooling, local habitat and amenity benefits.

This provision applies to the construction of a building in the Commercial 1 Zone.

An application to construct a building or construct or carry out works:

- ▶ *Must meet all of the objectives of Clauses 53.18-5 and 53.18-6.*
- ▶ *Should meet all of the standards of Clauses 53.18-5 and 53.18-6.*

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An assessment against the objectives and standards of Clauses 53.18-5 and 53.18-6 are provided at Section 5 of this report. Details of the proposed stormwater management system are provided within the SMP.

4.6.1.5 Clause 53.25 Great Design Fast Track

The purpose of Clause 53.25 is:

- ▶ *To facilitate innovative dwelling, apartment and mixed-use residential development.*
- ▶ *To facilitate development that increases the density and diversity of dwellings to respond to Victoria's population growth.*
- ▶ *To facilitate the development of dwellings with convenient access to public transport, and community, retail and other services.*
- ▶ *To facilitate development that is of a high quality in its design, liveability and sustainability*

Table 2 provides an assessment of the application requirements contained in Clause 53.25-1 which confirm eligibility with the Great Design Fast Track Process.

Table 4: Clause 53.25 Eligibility

Requirement	Response
<i>The applicant submits written confirmation that the application is an application to which this clause applies.</i>	This report provides written confirmation that Clause 53.25 applies.
<i>The application includes the construction of at least eight dwellings.</i>	The application proposes the construction of 10 dwellings.
<i>Any proposed building contains at least two storeys and not more than eight storeys.</i>	The proposed building comprises a maximum height of 4 storeys.
<i>The proposed development achieves a minimum NatHERS rating of:</i> - 8.0 stars average, with no individual dwelling less than 6.5 stars for apartment developments. - 7.5 stars for all other dwellings.	As demonstrated in the SMP a NatHERS rating of 8.0 Stars average is achieved with all apartment dwellings achieving a minimum of 6.5 stars.
<i>Each proposed dwelling provides effective natural ventilation, which includes cross ventilation, single sided ventilation or mechanically assisted ventilation.</i>	The Architectural Drawing Set demonstrates crossflow ventilation to all living and bedroom areas. Furthermore, the external breezeways allow for greater cross-ventilation. This is discussed in further detail within Section 5 of this report
<i>The Minister for Planning has advised in writing that they are satisfied the proposed use or development of land for accommodation (other than camping and</i>	A letter from the Department of Transport and Planning on behalf of the Minister for Planning dated 29 May 2026 confirms that this application can be made pursuant to the

Requirement	Response
<i>caravan park, group accommodation, residential hotel and small second dwelling) is of significance having regard to:</i> - <i>The purpose of clause 53.25.</i> - <i>Whether the quality of the design, liveability and sustainability of the proposed development meets the design principles published by the Minister for Planning on the Department's Internet site for the purposes of clause 53.25 ('the design principles').</i> - <i>The location of the proposed development and whether it has convenient access to jobs, services, infrastructure and community facilities.</i>	Great Designed Fast Track Pathway provisions. This is provided at Attachment K.
<i>Information demonstrating that the proposed development meets the design principles is provided to the satisfaction of the Minister for Planning. This must include written advice from the Office of the Victorian Government Architect to the satisfaction of the Minister for Planning.</i>	A letter of recommendation from the OVGA following two rounds of design workshops with the OVGA and project team has been provided to the Minister for Planning confirming that the development meets all required design principles. A copy of this report is enclosed at Attachment P.
<i>Information demonstrating the likely feasibility of the proposed development is provided to the satisfaction of the Minister for Planning. This must include written advice from a Deputy Secretary of the Department of Jobs, Skills, Industry and Regions or delegate to the satisfaction of the Minister for Planning.</i>	A letter from Invest Victoria has been provided to the Minister for Planning confirming the feasibility of the proposed development.

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By receiving the Great Design Fast Track eligibility letter from DTP dated 29 May 2026, the application is confirmed as eligible to be lodged pursuant to Clause 53.25 via DTP's Development Facilitation Pathway (DFP).

4.6.1.6 Clause 58 – Apartment Development

The purpose of Clause 58 is:

- ▶ *To encourage apartment development that provides reasonable standards of amenity for existing and new residents.*
- ▶ *To encourage apartment development that is responsive to the site and the surrounding area.*

Provisions in this clause apply to an application to construct or extend an apartment development, or to construct or extend a dwelling in or forming part of an apartment development, if the apartment development is in the Commercial 1 Zone.

An assessment of the proposal against Clause 58 is provided at Appendix M to this report.

4.7 CULTURAL HERITAGE

The land is identified as an area of aboriginal cultural heritage significance, as shown at Figure 29 below.

CHMP No. 16879 has been approved and applies to the land.



Figure 29: Area of Aboriginal Cultural Heritage Sensitivity

ADVERTISED PLAN

5. PLANNING ASSESSMENT

Having regard to the applicable provisions of the Greater Geelong Planning Scheme, together with the opportunities and constraints of the subject land, and the design response, the following provides a detailed planning assessment of the proposal, including:

- ▶ A response to the relevant strategic planning policy considerations including Plan for Victoria, the Bellarine Peninsula Statement of Planning Policy, the Municipal Planning Strategy and Planning Policy Framework.
- ▶ A detailed assessment of the proposed design response and built form considerations, including the Design and Development Overlay that applies to the subject land and the applicable provisions of Clause 58.
- ▶ A summary of the relevant technical considerations relating to Heritage, Landscape, ESD, Traffic and Car Parking, Waste Management and Acoustic matters.

5.1 STRATEGIC POLICY CONSIDERATIONS

Settlement, Housing and Activity Centre Policy

The proposal is supported by both State and local planning policy which seeks to provide opportunities for appropriately located infill development that contributes to housing diversity and supply.

The subject land is located within the Portarlington Town Centre, the Commercial 1 Zone and the Portarlington Increased Housing Diversity Area (IHDA). It is a location that is encouraged to accommodate a level of change to achieve the aspirations of Plan for Victoria, the G21 Regional Growth Plan and the Bellarine Peninsula Statement of Planning Policy (BPSPP).

The proposal will deliver additional housing supply and choice in an IHDA and is centrally located within the Town Centre as envisaged by Clause 02.03-6 and the BPSPP.

Specifically in relation to the BPSPP, the subject land is included within the Portarlington Protected Settlement Boundary and within the Activity Centre where more diverse housing such as the range of apartments proposed are actively encouraged.

In addition, the proposal responds positively to BPSPP strategies that seek to ensure development is respectful of the identity, heritage and coastal character of Portarlington, maintains view lines of the coast and is a development that includes best practice ESD initiatives.

The proposal makes efficient use of a well-located town centre site and provides a mixed-use outcome that is consistent with the role and function of the Portarlington Town Centre, as envisaged by the Geelong Retail Centre Hierarchy and reinforced by the purpose of the C1Z to create vibrant mixed-use commercial centres.

The provision of dwellings above a ground floor commercial premises supports local commercial activity, increases housing choice and contributes to the policy intent for activity centres to accommodate a greater mix of uses, services and housing in locations with access to retail, community, foreshore and access to public transport.

The proposal appropriately responds to the infill opportunity presented by the site and via its considered design response and inclusion in the Great Design Fast Track. The exemplar design outcome provides a very high level of amenity for future occupants, while providing a positive contribution to the broader Portarlington Town Centre.

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Town Centre and Township Character

The Planning Scheme provisions and strategic documents identified in Section 4, including the Bellarine SPP, the Portarlington Structure Plan, the Portarlington UDF and DDO21, all refer to Portarlington's "*coastal character*" as a key driver in determining whether development is appropriate.

A distinction is made between Portarlington's town centre and that of the broader township. This is highlighted by the application of DDO21 to the subject site and town centre where a key design objective is to "*enhance the established coastal character of the Town Centre*".

The accompanying Design Statement prepared by KTA defines Portarlington's coastal character in two parts:

A township character that is compact and formal and defined by:

- ▶ Continuous building frontages;
- ▶ Deep verandahs;
- ▶ Hardscaped public realms that support pedestrian activity; and
- ▶ Clearly defined façade hierarchy with formal, architecturally detailed facades contrasted with more functional laneway and side facades which are much less articulated.

In contrast, the foreshore interface exhibits a distinctly coastal character that is defined by:

- ▶ Coastal views;
- ▶ Soft landscaping;
- ▶ Open space; and
- ▶ A looser built grain.

**ADVERTISED
PLAN**

The BPSPP acknowledges the differentiation between Portarlington's Town Centre and the broader urban area as follows:

Development within and around the town centre provides more diverse housing and will be at a scale and designed to respect the historic built form character. For example, the prominence and heritage character of the Portarlington Grand Hotel's landmark tower will be maintained. It will be sensitively designed to interface with the valued foreshore reserve and to respect the surrounding low-scale built form.

The proposal's design philosophy, informed by the carefully considered massing strategy ensures that the building remains subservient to the Grand Hotel, the heritage former post office and the foreshore reserve.

The proposed materiality reflects the valued character of each interface and provides a high quality and considered building that is intended to be viewed in the round.

5.2 BUILT FORM, LAYOUT AND HEIGHT

The built form, layout and height of the proposal responds positively to the relevant considerations within the Planning Policy Framework, the aspirations of DDO21, the Heritage Overlay, the Bellarine Peninsula Statement of Planning Policy, the Portarlington Structure Plan and the Portarlington Urban Design Framework.

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These provisions support well-designed redevelopment within the Portarlington Town Centre and the IHDA, while requiring development to protect views and vistas, enhance coastal character, respect heritage and provide an appropriate foreshore interface.

5.2.1 SITE LAYOUT AND MASSING

The design response divides the proposal into an Urban Block addressing Newcombe Street and a Seaside Block addressing the foreshore reserve. This responds directly to the contrasting town centre and coastal interfaces identified in the Portarlington Structure Plan, Portarlington Urban Design Framework and Clause 11.03-6L-01 and avoids a single dominant building mass.

The 4.2 metre open-air breezeway separates the two forms, provides visual permeability through the site and reduces perceived bulk. This responds to DDO21 objectives to protect bay views and vistas, reinforce proximity to the bay, enhance coastal character and provide a safe, accessible town centre environment.

The layout, including the creation of a new forecourt area, also strengthens the physical and visual relationship between Newcombe Street and the foreshore, consistent with Clause 11.03-6L-01 strategies supporting integration of the Portarlington town centre and pier-foreshore area.

5.2.2 STREET WALL HEIGHT AND DESIGN

The Newcombe Street interface is the proposal's formal town centre frontage. The Urban Block provides a three-storey street wall with a recessed upper level, moderating its perceived scale while supporting the C1Z purpose to create vibrant mixed-use centres and the DDO21 objectives for high-quality town centre redevelopment.

The ground floor retail tenancy, glazing and forecourt provide an active street frontage consistent with DDO21 building siting and building form outcomes, Clause 15.01-1L-01 Development in Activity Centres and Clause 15.01-1S Urban Design. Façade articulation, parapet treatment and material expression respond to the fine-grain rhythm of Newcombe Street and provide an appropriate response to the former post office building.

5.2.3 BUILDING HEIGHT AND SETBACKS

The height and setback strategy is considered acceptable having regard to the site's location within the C1Z, Portarlington Town Centre and IHDA, where Clause 16.01-1L-02 supports increased housing intensity and Clause 34.01 supports residential uses at densities complementary to the role and scale of the commercial centre.

The Urban Block has an overall maximum height of approximately 11.765 metres above NGL and aligns with the parapet height of the adjoining heritage-listed former post office. The Seaside Block has a lower overall height of approximately 10.925 metres and steps down toward the foreshore reserve, reducing its visual prominence from the north and responding to DDO21 expectations that higher elements be visually unobtrusive from the public foreshore.

The proposed minimum building setbacks are generally:

- ▶ 5.85m to Newcombe Street;
- ▶ 6.95m to the northern boundary;
- ▶ 2.5m to the eastern boundary; and

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- Between 0m and 2.35m to the west boundary.

Together with the central breezeway, these setbacks collectively protect opportunities for views through the site, provide separation both within the site and to adjoining properties, enable meaningful landscaping and support a softer coastal transition.

These outcomes respond to DDO21, Clause 11.03-6L-01, Clause 15.01-2S and Clause 16.01-1L-02 policy directions relating to views, siting, built form, landscaping and neighbourhood character.

5.2.3 HERITAGE

The proposal positively responds to the relevant provisions at Clause 43.01 Heritage Overlay, Clause 15.03-1S Heritage Conservation and Clause 15.03-1L Heritage Conservation.

These provisions require development to conserve heritage significance, respond to neighbouring heritage places and ensure contemporary design relates to the location, bulk, form and materials of heritage fabric.

The proposal sits respectfully alongside the former Portarlington Post Office. The proposed setbacks, parapet alignment, subdued material palette and articulated façades allow the heritage building to remain visually legible within the streetscape. The response also aligns with DDO21 requirements for higher elements to be sympathetic to heritage buildings and with the Bellarine SPP direction that town centre development respect historic built form character.

Please refer to the Heritage Impact Statement prepared by Extent Heritage for further detail.

5.2.4 RESPONSE TO DDO21

A detailed response to the relevant DDO21 considerations is provided within Table 3 below.

Table 5: DDO21 Design Objectives

Streetscape Element	Design Objectives	Design Response	Response
Bay Setting	<i>Reinforce the centre's proximity to the bay.</i> <i>Protect existing views and vistas from the centre.</i>	<i>Protect views of the bay and avoid signage and structures that inhibit views to the bay.</i>	No signage is proposed. The generous side setbacks and recessed built form ensure that view lines from Newcombe Street through the site towards the foreshore continue to be provided.
Building Siting	<i>Ensure appropriate building frontage rhythm that reflects a traditional strip shopping area.</i>	<i>Retain the traditional narrow frontage treatments</i>	The Urban Block takes design cues from the existing frontage treatments along Newcombe Street by providing a setback upper volume that responds to the Post Office. The Newcombe Street facade also contains solid openings and voids, fine

Streetscape Element	Design Objectives	Design Response	Response
			grain horizontal and vertical features that respond to the building frontage rhythm and valued narrow frontage treatment on the opposite side of the street.
	<i>Ensure that new commercial buildings address the street</i>	<i>Ensure new buildings match the setbacks of the front facades of adjoining shopfronts. Where the adjoining shopfronts have varied setbacks, design buildings to respond this character.</i> <i>Orientate commercial buildings to address the street and laneway.</i>	The Urban Block acts as the primary building and directly addresses Newcombe Street. It introduces the public forecourt on Newcombe Street and increasing front setbacks open views to the former Post Office building. A commercial tenancy at street level introduces a new active frontage to the site.
Building Form	<i>Ensure that new buildings are designed to respond to the characteristics of the site and locality, and demonstrate a high standard of contemporary expression.</i>	<i>Design buildings for energy efficiency, considering solar access and utilising sustainable energy and construction techniques wherever possible.</i> <i>Articulate the form of buildings and elevations.</i> <i>Generally restrict buildings to a maximum height of two storeys. Higher elements must demonstrate that development:</i> ▶ <i>Is sympathetic to buildings of heritage significance and any residential interface;</i> ▶ <i>Is visually unobtrusive when viewed from the public foreshore;</i>	The proposal incorporates significant ESD initiatives from construction through to operation, including a minimum 10kW solar PV system, low-carbon and durable materials, external wall alignment to reduce thermal bridging, a rain garden, a 10,000L water tank connected to toilets and irrigation, and carbon-neutral-ready base building electricity supported by a 10-year Greenpower commitment. The development responds to immediate built form and broader town centre form through fine grain details, parapet features and articulated veranda cut outs.

Whilst the development is greater than two storeys, the accompanying Design Statement must be made available for its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

Streetscape Element	Design Objectives	Design Response	Response
		► <i>Is of high quality design</i> <i>Provide articulated roof forms on new developments to provide visual interest to the street.</i>	Statement provides a rigorous basis for the proposed height. In summary, the proposal reflects: ► A maximum building height that ensures the Grand Hotel remains the broader landmark and visual point of interest. The proposal does not compete with the status of the Grand Hotel when viewed from various key view sheds. ► An Urban Block that visually connects with the parapet height of the heritage post office. While the height of the Urban Block increases as the upper volume moves toward the north, the overall design and increased setbacks achieve a greater subservience to the former post office than a two-storey building with a lesser front and side setback. ► Exemplar materiality, particularly of the Seaside Block which through layering of features such as light weight timber screening and glazing seek to give the appearance that it is almost possible to see through the site towards Newcombe Street. Please refer to the accompanying Design Statement prepared by KTA for further detail.

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Streetscape Element	Design Objectives	Design Response	Response
	<i>Design building forms that express the fine grain (narrow frontage) pattern of the town centre.</i>	<i>On larger sites articulate facades to emulate the fine grain (narrow frontage) pattern of the town centre.</i>	As reflected in the Design Statement, the Newcombe Street frontage draws inspiration from patterns found on primary façades along the high street, enabling the development to integrate seamlessly within its context. It is considered that the proposed building responds positively to this design objective.
	<i>Ensure that new buildings encourage social interaction and interest at street level.</i>	<i>Orientate commercial buildings towards the street and laneway and provide an entrance to the building directly from street and laneway frontages.</i> <i>Provide a well-articulated façade, with shop front windows at street level.</i> <i>On corner allotments, ensure buildings address both street frontages with shopfront windows at street level.</i>	The proposal includes both the building entry and a commercial tenancy along Newcombe Street to provide an active and engaging frontage. In addition, the generous setback allows for the introduction of a publicly accessible forecourt designed to encourage social interaction and for residents and non-residents stop and take a moment of stillness in a highly articulated built environment. Windows are provided at ground level, critically not in large expanses across the entire width to further assist in creating the feel of a narrow frontage.

Building Details and Finishes

Encourage buildings that have regard to the palette of materials and colours in the town and demonstrate a high level of contemporary finish.

Use simple building details.

Use a mix of contemporary and traditional coastal materials, textures and finishes.

Utilise colours and finishes that compliment those occurring naturally in the area.

Materiality differs between Blocks, in respect of their individual sensitive interfaces, allowing for a greater level of design response.

In respect of the more, formalised and primary façade, the Urban Block employs heavier materials complimentary to the surrounding heritage

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Streetscape Element	Design Objectives	Design Response	Response
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	<i>Encourage details which are integrated with the architecture of the building and contribute to the character and amenity of the centre.</i>	<i>Provide verandahs/awnings without posts on commercial buildings wherever possible. If posts are necessary, ensure they are narrow and contribute to the street setting.</i> <i>Relate the height of the verandah/awning to the building elevation.</i> <i>Provide subtle façade lighting and down lighting under verandahs/ awnings where possible.</i>	visual attention remains to existing heritage features. This includes hit and miss brickwork, distinct steel elements and glass windows. The Seaside Block engages primarily light weight timber elements with supporting steel elements which are distinctly less formal to those within the Urban Block. To create cohesion, the colour palette across both Blocks is maintained, comprising of muted, light weight tones evocative of a natural coastal environment. An integrated verandah area is provided within the public forecourt. This has been carefully designed to be level with the wall height of the former post office. Lighting will be provided to public spaces.
	<i>Ensure that signage does not dominate the building or streetscape and contributes to the</i>	<i>Direct signage at pedestrians (i.e. verandah/awning or street level).</i>	No signage is proposed.

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Streetscape Element	Design Objectives	Design Response	Response
	<i>pedestrian environment.</i>	<i>Provide signs only on the verandah/awning fascia or under the awning wherever possible.</i> <i>If a flat wall sign is proposed, relate the sign to the architecture of the buildings in style and placement (i.e. individual letters as opposed to large, flat rectangular signs).</i> <i>If a hanging wall sign is proposed, consider an artistic or individual approach and ensure it is constructed to a high level of finish.</i>	
Walkability	<i>Provide safe, convenient pedestrian movement.</i>	<i>Maintain existing pedestrian connections to the town centre.</i> <i>Encourage the provision of additional pedestrian connections within the Town Centre particularly through to Newcombe Street and the Portarlington Foreshore.</i> <i>Avoid blank walls fronting onto footpaths or linkages.</i>	Pedestrian connections to Newcombe Street are maintained. Residents of the proposed development will also have access to a secure connection which allows access from Newcombe Street to the Foreshore reserve along the eastern boundary of the site. The forecourt area creates additional pedestrian amenity for all visitors to Portarlington's Town Centre.
Vehicle Access and Car Parking	<i>Provide a safe environment for pedestrians, and to minimise the visual impact of car parking areas.</i>	<i>Where practical, locate car parking areas at the rear of sites to minimise visibility from Newcombe Street and adjacent residential areas. Minimise the width of vehicle access points to the car parking areas.</i>	Car parking will be provided via a basement carpark, accessed by a new crossover. The existing crossover will be removed, and kerb reinstated part of streetscape works. The Traffic Impact Assessment prepared as part of this report, provides an in-depth response to

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Streetscape Element	Design Objectives	Design Response	Response
		<i>Provide shade trees and other planting to ground level car parks.</i>	vehicle access and car parking matters. In relation to pedestrian safety, numerous measures are proposed including a pedestrian sight splay area which will be kept free of obstructions to visibility provided along the exit lane.
		<i>Design car parking areas to minimise large expanses of unrelieved hard surface.</i>	Additionally, accessway grades are 1:50 (2%) or less within 7 metres of the frontage.
		<i>If car parking is provided below ground level, it should be accessed from the rear of the property with no part visible from the street frontage</i>	

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5.3 STORMWATER MANAGEMENT CONSIDERATIONS

An application must meet all objectives and should meet all standards of Clauses 53.18-4 to 53.18-6.

In response, details of the proposed stormwater management system are provided within the WSUD Response prepared as part of the SMP.

- ▶ A Blue Factor result of 108% can be achieved by implementing the following initiatives: Rainwater collection off the roof areas directed into a 10,000-litre rainwater tank connected to all toilets.
- ▶ Rainwater collection off the green roof and APT 4.1 terrace will be directed into a ≥4m², minimum 950mm deep raingarden with 100mm of extended detention.

The rainwater tank and associated pump will be provided at lower ground level and will be connected to all toilets and landscape irrigation.

A ≥4m² raingarden is to be provided within the landscaped setback between the Seaside Block and the northern boundary.

5.4 ACCESS AND CAR PARKING

Access and car parking has been carefully considered. The provision of car parking within the basement provides security and ease of access for residents and employees. Whilst the development seeks a reduction in car parking and proposes alteration to Newcombe Street which is within the TR2Z, as demonstrated in the Traffic Impact Assessment, impacts to existing conditions will be negligible. Critically pedestrian safety outcomes are improved with the relocation of the accessway and carpark entrance.

Whilst the development alters the TRZ2 access, this allows for an overall net positive benefit. The relocation of the accessway provides for a greater view from Newcombe Street through the site to the Foreshore Reserve whilst creating visual articulation of the heritage post office and allowing of public realm upgrade opportunities. Additionally, the relocation of the accessway and associated alterations allow for the construction of car park entrance and driveway to incorporate critical safety features, supporting the developments objectives of pedestrian focus and design to human scale.

The provisions of Clause 52.26 prescribe a carparking rate of 12 spaces for the residential component and 3 spaces for the retail/café use. The development provides 16 spaces in total with 15 allocated as residential spaces, as such a shortfall of 2 commercial spaces is proposed.

The reduction is acceptable given the site's central location, likely shared trips by retail/café patrons, off-peak visitor demand, strong walking, cycling and public transport access, nearby pedestrian crossings, and surveyed on-street parking capacity of 69 to 76 available spaces.

5.5 LANDSCAPING

Landscaping is integral to the proposal, and the enclosed Landscape Masterplan introduces new canopy cover, cooling opportunities, stormwater reuse and increased biodiversity on the site. The proposed landscaping provides a positive response to the coastal character of the site in addition to new high-quality public realm outcomes.

Planting is provided within the Newcombe Street forecourt, central breezeway, northern foreshore interface, side setbacks and rooftop areas. Native and coastal species further soften the built form, reinforce the foreshore setting and respond to Clause 11.03-6L-01, DDO21 and Clause 16.01-1L-03, which encourage development that respects Portarlington's coastal landscape setting.

The northern setback provides meaningful deep soil planting opportunities adjoining the foreshore reserve, while rooftop and planter landscaping contribute to visual amenity, biodiversity and stormwater management. This supports the DDO21 objectives for coastal character and public realm amenity, Clause 53.18 stormwater objectives, and Clause 15.01-2S strategies for landscaping that enhances built form and cooling.

5.6 AMENITY AND MICROCLIMATE

The proposal provides a high standard of amenity for future residents while managing off-site impacts in a manner consistent with Clause 58, Clause 15.01-1S Urban Design, Clause 15.01-2S Building Design, Clause 13.05-1S Noise Management, Clause 16.01-1L-02 and DDO21. The site's C1Z, Town Centre and IHDA context supports greater intensity, provided amenity, safety, access and design quality are maintained.

5.6.1 INTERNAL AMENITY

Internal amenity is supported by the open-air breezeway, dual-aspect apartment layouts, natural light, cross-ventilation and outlook. This is consistent with Clause 58 apartment amenity objectives, Clause 53.25 Great Design Fast Track principles and Clause 15.01-2S strategies encouraging passive design, energy performance and high-quality living environments.

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Private open space is provided through balconies, terraces and courtyards, with shared circulation and landscaped areas creating additional amenity and opportunities for informal interaction. The breezeway avoids enclosed corridor conditions and contributes to daylight, ventilation, passive surveillance and resident wellbeing.

5.6.2 OVERSHADOWING

Overshadowing has been considered against the site's town centre context and the design aspirations of Clause 15.01-1S, Clause 15.01-2S, Clause 16.01-1L-02, Clause 58 and DDO21. The separated building forms, side setbacks, central breezeway and lower Seaside Block reduce shadow impacts and maintain an appropriate relationship with adjoining land and the public realm.

While additional shadow will be cast on adjoining properties to the east and west at various times in the morning and afternoon, it is considered that the additional shadow is appropriate having regard to the Commercial 1 Zoning of these properties.

The orientation of the site ensures there will be no overshadowing to the foreshore reserve.

Please refer to the shadow diagrams within the architectural package for further detail.

5.6.3 OVERLOOKING

Overlooking is managed through building separation, setbacks, balcony placement, façade articulation, screening and landscaping. Key outlooks are directed to the foreshore reserve and Port Phillip Bay, supporting DDO21 objectives to protect views and vistas while maintaining reasonable privacy for adjoining properties.

These measures respond to Clause 15.01-1S, Clause 15.01-2S, Clause 58 and Clause 16.01-1L-02 by balancing residential amenity, outlook, privacy and the expected intensity of development within the Portarlington Town Centre and IHDA.

5.6.4 NOISE IMPACTS

The Acoustic Report prepared by Acoustic Studio (Attachment J) demonstrates that the development throughout its lifecycle will not have any unintended or undue impacts to surrounding properties and the public realm in relation noise.

The primary noise sources relevant to the development are existing transport-related noise and mechanical plant noise proposed on the rooftop. Noise from the nearby preschool outdoor play area is not expected to significantly affect the development.

The following noise attenuation measures are proposed, all of which are suitable to be managed via condition on permit:

- ▶ A Construction Noise and Vibration Management Plan (CNVMP) can be prepared during the construction planning phase in accordance with EPA guidelines, including project-specific mitigation measures.
- ▶ Acoustic design controls will be incorporated during detailed design to ensure plant and operational noise complies with relevant criteria. Potential measures include strategic plant location, acoustic screens/enclosures, acoustic louvres, duct attenuation and sound-absorptive treatments.
- ▶ Recommended building envelope treatments are to include Rw 40 external walls and roofs, Rw 50 roof construction beneath the Level 3 plantroom, and Rw 30 glazing.

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systems, which can be achieved using standard construction methods and glazing systems.

5.7 GOOD DESIGN FAST TRACK

The Design Statement prepared by KTA contains a detailed visual assessment of the proposal against the Design Principles of the GDFT. Table 4 provides further response to the design principles.

Table 6: GDFT Design Principles Assessment

Design Principle	Response
1. Neighbourly Homes Enhancing local identity by embracing change and generating lasting social value.	▶ The proposal is underpinned by a clear design philosophy of being a good neighbour. It does not seek to alter Portarlinton's identity, but to provide a building that anchors the site's existing heritage and coastal values. ▶ The two-block massing strategy significantly reduces perceived building bulk. From the foreshore, the development reads as lightweight and visually permeable, creating interest without dominating key view lines. ▶ Opportunities for sight lines through to the north, which are valued locally, are sought to be retained. ▶ The palette and materiality respond to both the heritage coastal town character of Newcombe Street and the more relaxed coastal character of the Foreshore Reserve. ▶ The design response goes beyond managing the interface with the heritage-listed former Post Office. It seeks to improve the legibility and prominence of that building within the streetscape. ▶ As noted in KTA's Design Statement, the existing view line to the former Post Office is significantly constrained. A conventional response that simply reduced height while retaining a larger building envelope would risk obscuring key architectural features and limiting the heritage building's streetscape presence. ▶ In this case, the height is acceptable because it enables a more effective heritage and character response. The Urban Block aligns with the former Post Office parapet height, while hit-and-miss brickwork, steel detailing and fine-grain screening provide a sympathetic, non-competitive backdrop. ▶ The proposed setback improves visual connection to the former Post Office, allowing its side elevation and parapet to be more clearly appreciated in the round. The upper volume sits

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Design Principle

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behind the Post Office ridge line, reinforcing the heritage building's prominence.

- ▶ The good-neighbour response also extends to the public realm. The forecourt creates a generous transition between public and private space, supports informal gathering and provides opportunities for residents, visitors and retail users to pause and engage with the streetscape and adjoining heritage context.
- ▶ The ground floor retail use will also contribute to activity and economic vitality. Overall, the proposal responds to existing conditions while making its own appropriate contribution to the evolving character of Newcombe Street.

For these reasons, the proposal satisfies the Neighbourly Homes principle.

2. Welcoming Homes

Creating welcoming and safe homes that promote a sense of family and community.

- ▶ The overall design works to foster a sense of community through opportunities for incidental social interaction and a connection to the public realm, whilst simultaneously ensuring that private areas and dwellings do not just enjoy but are provided with good passive security.
- ▶ The residential entry to the urban block is from Newcombe Street. This supports the activation of the frontage forecourt and anchors the development with the streetscape and town centre.
- ▶ The ground floor retail tenancy space has been purposefully designed to be adaptable, allowing for a range of uses that will be of social or economic benefit to the broader Portarlington community. The future use will be subject to a sperate planning permit application and approval by the Responsible Authority.
- ▶ The future experience of both residents and visitors has informed the design of the commercial tenancy area which is accessed via the street adjoining forecourt. This area has been designed at a human scale; pedestrian activity is designed to flow, fine grain detailing ensures the space feels comforting rather than overwhelming and enclaves and resting areas provide a sense of calm.
- ▶ The use of hit and miss brick work contrasted against the tenancy windows ensures that the forecourt area feels engaging and active but also

Design Principle	Response
	perceived as a place where privacy can be found if required. ▶ The use of carefully considered landscaping has been integral to supporting the welcoming homes principle. A proposed canopy tree within the forecourt frontage creates a sense of grounding and further links to the streetscape. ▶ Low level planting is provided along boundaries to provide continuity from the forecourt to the foreshore reserve whilst also maintaining view lines. ▶ Landscaping within the frontage has also been designed to ensure that the row of existing iron bark within the Newcombe Street median strip will remain the primary landscape theme along the street, further ensuring the existing streetscape character is supported. Any further public realm upgrades will be prepared in coordination with Council. ▶ As discussed, human scale and pedestrian activity have been prioritised. The crossover width has been minimised as much as possible. The circa 7m width will accommodate a waiting car with space for pedestrians to still use Newcombe Street. Sight lines are maintained with a 2.5m x 2m splay remaining unobstructed above a height of 900mm to ensure safety of pedestrians using the forecourt seating area. ▶ Retail and residential entries are accessible, with a maximum 1:20 slope ensuring it is suitable for wheelchair users and prams. ▶ Good natural lighting is provided to all external walkways and common areas, ensuring that the common areas provide an inviting and desirable space to use whilst also increasing passive surveillance. ▶ Bicycle parking is accessible but secure, provided just south of the lift and breezeway within a designated area. Additionally, a dedicated bicycle repair area is provided opposite. Importantly, this area is visible from the breezeway increasing security for residents. ▶ Whilst the development integrates well with the public realm, effort has also been made to ensure that a high level of privacy is maintained for residents as well, Private, lockable pedestrian access is provided via the side setbacks.

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Design Principle	Response
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3. Landscaped Homes

Enhancing local biodiversity, natural systems and connections to nature.

- ▶ Deep soil planting significantly exceeds planning scheme requirements, with 232sqm provided (27% of site area) compared to the required 43sqm (5% of site area). This supports healthy tree growth, biodiversity and improved site amenity.
- ▶ Tree canopy cover exceeds statutory requirements, with approximately 100sqm of canopy cover proposed (10% of site area), more than double the required 43sqm (5%). This contributes to urban greening, shade provision and Bellarine biodiversity outcomes.
- ▶ Landscaping has been designed to respond to the existing streetscape and local landscape character, creating strong connections to the surrounding environment while enhancing both public and private amenity.
- ▶ A landscaped forecourt is proposed along the southern frontage, including a street tree that contributes to the public realm, strengthens the streetscape and improves views from south-facing apartments.
- ▶ The northern boundary incorporates substantial deep soil planting and a continuation of the foreshore landscape, creating a soft landscaped edge that extends the character of the adjoining reserve into the site and ground-floor apartments.
- ▶ Two large canopy trees (approximately 15m mature height), supported by indigenous shrubs and grasses, will enhance canopy cover, soften built form and strengthen ecological values.
- ▶ The southern boundary provides a vegetated buffer to the reserve, with trees, shrubs and grasses filtering views into apartments and enhancing resident privacy.
- ▶ Planting is predominantly indigenous and drought-tolerant, minimising water demand while supporting local habitat values and reflecting the character of the Bellarine Peninsula.
- ▶ A non-trafficable rooftop garden will contribute positively to the biodiversity of the area. It will be inaccessible to residents and dedicated to supporting native wildlife, habitat recovery and ecological resilience.
- ▶ The rooftop garden celebrates the distinctive Bellarine landscape through the use of native grasses and wildflowers, providing ecological

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Design Principle	Response
This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright	benefits that extend beyond the site to the broader community. ▶ The rooftop planting system incorporates a minimum 400mm soil depth, as advised by the project Landscape Architect, ensuring suitable growing conditions for the proposed vegetation. ▶ External breezeway circulation spaces integrate landscaping and seating, creating attractive communal areas that enhance resident wellbeing and passive surveillance. ▶ North-facing apartments benefit from views to the foreshore and adjoining reserve, with the landscape design reinforcing visual connections to these natural assets through a continuous green edge and softened boundary treatment.
	4. Sustainable Homes Enduring and high-performing, embedding climate resilience and minimising environmental impacts. ▶ The development incorporates a range of sustainable design initiatives that improve environmental performance, reduce operational energy demand and support long-term climate resilience. ▶ All car parking spaces are future-proofed for electric vehicle uptake, with 100% of spaces provided with electrical capacity for future EV charging infrastructure. ▶ Durable and robust building materials have been selected to enhance building longevity, reduce maintenance requirements and minimise lifecycle environmental impacts. ▶ A rationalised building form without external wall setbacks minimises thermal bridging and transfer slabs, improving the overall thermal efficiency of the building envelope. ▶ Thermally broken window systems are incorporated throughout the development, reducing heat transfer and improving internal comfort and energy performance. ▶ North- and south-facing balconies have been optimally designed to balance solar access, daylight penetration and shading, enhancing occupant comfort while reducing reliance on mechanical heating and cooling. ▶ External breezeway circulation promotes natural cross-ventilation and supports dual-aspect apartment layouts, improving indoor air quality and reducing energy consumption associated with artificial cooling.

Design Principle	Response
	▶ A maximised rooftop solar photovoltaic (PV) system contributes to on-site renewable energy generation, helping to reduce the building's operational carbon footprint. ▶ Indigenous and low water-use planting has been prioritised throughout the landscape design, reducing irrigation demand while strengthening connections to the local Bellarine landscape character. ▶ A non-trafficable rooftop garden is proposed as a dedicated biodiversity habitat, providing a protected environment for native wildlife and supporting habitat recovery within the urban setting. ▶ The rooftop garden contributes additional thermal mass and insulation to the building, improving thermal performance while delivering ecological benefits. ▶ Native grasses and wildflower species within the roof garden enhance biodiversity outcomes, creating opportunities for pollinators and other local fauna while celebrating the natural character of the region. ▶ Secure bicycle parking is conveniently located adjacent to the breezeway circulation spaces, encouraging active transport and reducing reliance on private vehicles. ▶ The combination of passive design measures, renewable energy generation, biodiversity initiatives and active transport infrastructure demonstrate a holistic and sustainable approach to residential development.

5. Healthy homes

Enhancing health and wellbeing through integrating the natural and built environment.

- ▶ The development has been designed to maximise residential amenity through passive design principles, natural ventilation, daylight access and strong connections to landscape.
- ▶ External circulation via an open-air breezeway enables approximately 80% of dwellings to achieve dual-aspect layouts, improving access to natural light, outlook and ventilation.
- ▶ All apartments benefit from cross-ventilation, with the breezeway arrangement facilitating natural airflow through dwellings, reducing reliance on mechanical cooling and improving occupant comfort.
- ▶ The open-air breezeway creates a welcoming communal space between the two building forms,

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Design Principle	Response
	providing access to fresh air, landscape and shared circulation areas while fostering informal social interaction between residents. ▶ The separation of the building into two distinct blocks allows for generous landscaping and open space within the development, enhancing visual amenity and strengthening connections to nature. ▶ High-amenity views are provided from living areas and dual-aspect rooms, maximising available daylight and creating strong visual connections to the surrounding landscape and reserve. ▶ North- and south-facing balconies have been carefully proportioned to balance solar access, shading and daylight penetration, ensuring comfortable and usable outdoor living spaces throughout the year. ▶ Shaded and sheltered private outdoor areas are incorporated throughout the development, supporting year-round use and enhancing resident wellbeing. ▶ Shading devices have been considered as an integrated element of the architectural design, contributing to solar control, energy efficiency and occupant comfort. ▶ Natural and durable building materials, including brick, have been selected to provide longevity, reduced maintenance requirements and a timeless architectural character. ▶ Extensive landscaping throughout the site supports a biophilic design approach, enhancing the relationship between residents and nature while contributing to improved wellbeing, biodiversity and visual amenity. ▶ The combination of dual-aspect dwellings, cross-ventilation, high-quality outlooks, generous landscaping and communal breezeway spaces creates a healthy, comfortable and highly liveable residential environment.
6. Adaptable Homes Housing that meets the diverse and changing needs of households and families.	▶ The proposal provides a diverse mix of dwelling types and sizes, accommodating a range of household needs from single-person households to larger families and supporting residents through different life stages, including ageing in place. ▶ Ten apartments are proposed, with eight unique layouts and only two repeated dwelling types,

Design Principle	Response
	offering genuine housing diversity within the development. ▶ Apartment layouts are adaptable and efficient, allowing rooms to be repurposed over time to suit changing household needs, work patterns and lifestyle preferences. Apartments have been designed to allow for changes which can see bedrooms to function as additional living areas, studies or other shared spaces whilst maintain a connection the primary living area. ▶ Flush transitions between indoor and outdoor areas, together with direct access from primary living spaces, enable living areas to extend outdoors and support step-free access for long-term accessibility. ▶ North-facing apartments provide bay views from both bedrooms and living areas, while bedrooms and living spaces also benefit from direct access to outdoor areas. ▶ The dwellings are arranged to provide clear separation between public and private areas, with carefully planned circulation that minimises unnecessary crossover and improves functionality, privacy and acoustic amenity.

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Design Principle	Response
7. Good Value Homes Supporting more affordable housing through innovative housing development and delivery models that respond to changing housing markets.	▶ A diverse mix of housing is provided, in particular an appropriate level of higher density housing stock will be unlocked, providing for additional housing types for a range of demographics. ▶ The apartments have been designed to minimise operational costs. An average 8 star NatHERS rating, exemplar cross-ventilation, high performing thermal envelope, careful orientation and specific placement of glazing with inclusion of shading where required ensures a significant reduction in living costs and a thermal environment optimised for comfort. Energy efficiency is imbedded throughout the development, including in the layout of the buildings and apartments themselves. ▶ Materials have been carefully chosen to be durable and hardy, able to stand the natural factors associated with coastal living alongside the day-to-day living activities. This further ensures that in future extensive repair work will be minimised,

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5.7.1 CLAUSE 58 – APARTMENT DEVELOPMENTS

A detailed assessment of the proposed development against the requirements of Clause 58 is at Appendix M of this report.

In summary, the proposal complies with all the objectives of Clause 58 and standards of Clause 58. No variations are sought.

5.7.2 CLAUSE 65 – DECISION GUIDELINES

Clause 65 of the Planning Scheme sets out matters that the responsible authority is required to consider before deciding on an application. This report addresses all Clause 65 matters that are relevant to the assessment of this application.

5.8 SUMMARY OF PLANNING SCHEME ASSESSMENT

The above assessment demonstrates that the subject application satisfies the requirements of the Commercial 1 Zone as well as the relevant overlays and particular provisions of the Planning Scheme. It also demonstrates that the proposed development is consistent with the objectives and strategic vision of the Greater Geelong Planning Scheme including those relating to State and Local Planning policies.

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6. CONCLUSION

This application seeks planning approval for the construction of a multi-storey apartment building with retail space, a reduction in car parking spaces and creation and alteration of access to a road in a Transport Zone 2 at 49 Newcombe Street, Portarlington.

The proposed development will provide a positive addition to Portarlington's town centre that provides a diverse range of housing and economic benefit while maintaining and improving both existing heritage and broader township coastal character.

The proposal meets the Design Principles of the Great Design Fast Track and provides for a residential building of highest design, liveability and sustainability standards.

The proposed development fully responds to the relevant provisions of the Greater Geelong Planning Scheme, including the Municipal Planning Strategy, Planning Policy Framework, Zone and Overlays by facilitating residential development in a planned and orderly way consistent with strategic planning aspirations for the Portarlington Town Centre.

The design response carefully considers previous planning decisions and reimagines development of the land accordingly. In particular, the proposal is sympathetic to proximate heritage buildings, is visually unobtrusive when viewed from the foreshore, and is a high-quality design.

The proposal is founded on a robust and informed design philosophy which considers both the built form aspects of a development on the Site together with a design philosophy that considers the intrinsic link between tangible, place-based qualities the unique character of Portarlington. The development responds to the site's heritage interface, main street location and coastal character while establishing its own distinct identity, acting as an anchor for these values rather than a contrast to them.

For the reasons set out within this report, it is considered that the proposal represents an appropriate town planning outcome.

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