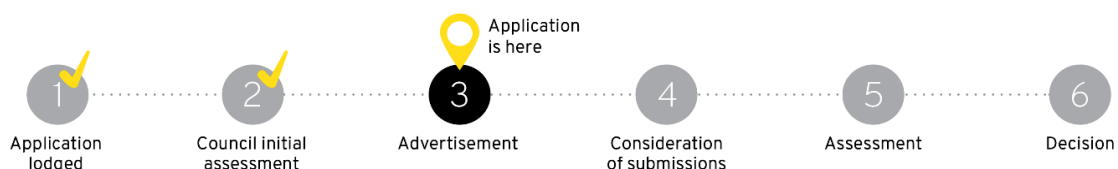


ADVERTISED

NOTICE OF AN APPLICATION FOR PLANNING PERMIT



The land affected by this application is located at:	210 & 212 Merri St WARRNAMBOOL VIC 3280
The application is for a permit to:	Use and building and works for a retirement village and reduction of car parking requirements under Clause 52.06-3
A permit is required under the following clauses of the planning scheme:	
Planning scheme clause	Matter for which a permit is required
Clause:	Clause 32.08-2 - Use the site for a Retirement Village Clause 32.08-10- Building and works Clause 52.06-3 – car parking waiver
The applicant for the permit is:	Inception Planning
The application reference number is:	PP2026-0149
You may look at the application and any documents that support the application at the office of the responsible authority. This can be done during office hours and is free of charge. Or online at: For further reference please contact:	Warrnambool Civic Centre 25 Liebig Street WARRNAMBOOL VIC 3280 www.warrnambool.vic.gov.au Planning Support Telephone: 03 5559 4800 Email: planning@warrnambool.vic.gov.au
Any person who may be affected by the granting of the permit may object or make other submissions to the Responsible Authority. An objection must be made to the Responsible Authority in writing, include the reasons for the objection and state how the objector would be affected. The responsible authority must make a copy of every objection available for any person to inspect free of charge until the end of the period during which an application may be made for review of a decision on the application. If you object, the responsible authority will tell you its decision.	
The Responsible Authority will not decide on the application before:	9 October 2026



The Warrnambool City Council is committed to protecting personal information in accordance with the principles of the Victorian privacy laws. The information provided will be used for the following purposes:

- correspond about the permit application
- if necessary, notify affected parties who may wish to inspect your application so that they can respond
- if necessary, forward your application to a referral authority who must also keep a register available for inspection by any person

The information you provide will be made available to:

- any person who may wish to inspect the application until the application process is concluded, including any review in VCAT
- relevant officers at Council, anyone a party to the application process and other Government agencies or Ministers directly involved in the planning process
- persons accessing information in accordance with the Public Records Act 1973 or the Freedom of Information Act 1982
- Other external parties if required by law

This information is being collected in accordance with the Planning and Environment Act 1987. If all requested information is not received, Council may not be able to process your application or objection.

Do you agree? ☐ Yes ☐ No

The Land

1. Address of the land. Complete the Street Address and one of the Formal Land Descriptions.

Street Address

Unit No.: _____ St. No.: 210-212 Street name Merri Street
Suburb/locality Warrnambool postcode 3280

Formal Land Description

Complete either A or B.

A Lot No.: 1 and 2 ☐ Lodged Plan ☒ Title Plan ☐ Plan of Subdivision No.: 692206C

or

B Crown Allotment No.: _____ Section No.: _____
Parish/Township Name: _____

The Proposal

You must give full details of your proposal and attach the information required to assess the application. Insufficient or unclear information will delay your application.

2. For what use, development or other matter do you require a permit?

Use of land for a retirement village under Clause 32.08-2 (GRZ1), construct a building or construct or carry out works for Section 2 under Clause 32.08-10 (GRZ1), and reduction of car parking requirements under Clause 52.06

Provide additional information on the proposal, including: plans and elevations; any information required by the planning scheme, requested by Council or outlined in a Council planning permit checklist; and if required, a description of the likely effect of the proposal.

3. Estimated cost of development for which the permit is required

Cost: \$ 3,800,000 You may be required to verify this estimate.

Insert '0' if no development is proposed (eg. change of use, subdivision, removal of covenant, liquor licence)

Existing Conditions

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4. Describe how the land is used and developed now

eg. vacant, three dwellings, medical centre with two practitioners, licensed restaurant with 80 seats, grazing.

There are two dwellings located on 210 Merri Street. 212 Merri Street is developed with an outbuilding.

Title Information

5. Encumbrances on title

Does the proposal breach, in any way, an encumbrance on title such as a restrictive covenant, section 173 agreement or other obligation such as an easement or building envelope?

- ☐ Yes ☐ Provide a copy
☒ No
☐ Not applicable (no such encumbrance applies).

Provide a full, current copy of the title for each individual parcel of land forming the subject site. (The title includes: the covering 'register search statement', the title diagram and the associated title documents, known as 'instruments', eg. restrictive

Applicant and Owner Details

6. Provide details of the applicant and the owner of the land.

Applicant (The person who wants the permit.)

Title: _____ First Name: Courtney Surname McCaw
Organisation (if applicable): Inception Planning
Unit No.: _____ St. No.: _____ Street name PO Box 339W
Suburb/locality Ballarat West State Vic postcode 3350

Where the preferred contact person for the application is different from the applicant, provide the details of that person.

☒ Same as applicant (If so, go to 'contact information')
Title: _____ First Name: _____ Surname _____
Organisation (if applicable) _____
Unit No.: _____ St. No.: _____ Street name _____
Suburb/locality _____ State _____ postcode _____

Contact information Please provide at least one contact phone number

Business Phone (03) 4317 4984 Email info@inceptionplanning.com.au
Mobile Phone _____ Fax _____

Owner (The person or organisation who owns the land)

☐ Same as applicant

Where the owner is different from the applicant, provide the details of that person or organisation.

Title: _____ First Name: _____ Surname _____
Organisation (if applicable) The Uniting Church in Australia Property Trust
Unit No.: 2 St. No.: 130 Street name Lonsdale St
Suburb/locality Melbourne State Vic postcode 3000

Owners signature (Optional)

Date _____

Declaration

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7. This form must be signed by the applicant

Remember it is against the law to provide false or misleading information, which could result in a heavy fine and cancellation of the permit.

I declare that I am the applicant; and that all the information in this application is true and correct; and the owner (if not myself) has been notified of the permit application.

Signature

Courtney McCaw

Digitally signed by Courtney McCaw
DN: cn=Courtney McCaw, c=AU,
email=info@inceptionplanning.com.au
Date: 2026.08.17 14:57:07 +10'00'

Date 17/08/2026

Need help with the Application?

Contact Council's planning department to discuss the specific requirements for this application and obtain a planning permit checklist. Insufficient or unclear information may delay your application.

8. Has there been a pre-application meeting with a Council planning officer?

☐ yes

☒ no

If yes, with whom?: _____ Date: _____

Application Type

Is this a VicSmart application?* ☐ Yes ☒ No

If yes, please specify which VicSmart class or classes.

*Classes of VicSmart application are listed in Zones, overlays, particular provisions and the schedule to Clause 59.15

Checklist

9. Have you

- ☒ Filled in the form completely?
- ☐ Provided all necessary supporting information and documents?
 - ☒ A current copy of title (no more than 3 months old) including a copy of any encumbrances affecting the land.
 - ☒ Plans showing the layout and details of the proposal
 - ☒ A plan of existing conditions
 - ☒ Any information required by the planning scheme, requested by council or outlined in a council planning permit checklist.
If required, a description of the likely effect of the proposal (eg traffic, noise, environmental impacts).
 - ☒ Signed the declaration (section 7)?

Lodgement and Payment

Lodge the completed and signed form and all documents with:

In Person: Warrnambool City Council Civic Centre, 25 Liebig Street, Warrnambool 8.30am to 5.00pm

Mail: PO Box 198, WARRNAMBOOL Victoria 3280

E-mail planning@warrnambool.vic.gov.au

Please note once your application is received, an invoice will be forwarded to you via email.



DRAWING SCHEDULE

SHEET	NAME	REV.
TP1.0	COVER PAGE	02
TP1.1	EXISTING CONDITIONS PLAN	02
TP1.2	DEMOLITION PLAN	02
TP1.3	PROPOSED SITE PLAN	02
TP1.4	PROPOSED ROOF PLAN, PERSPECTIVE VIEW	02
TP1.5	PROPOSED GROUND FLOOR PLAN	02
TP1.6	PROPOSED FIRST FLOOR PLAN	02
TP1.7	PROPOSED SECOND FLOOR PLAN	02
TP1.8	NORTH & SOUTH ELEVATIONS	02
TP1.9	EAST ELEVATION	02
TP1.10	WEST ELEVATION	02
TP1.11	MATERIALS SCHEDULE, AREA SUMMARY	02

TOWN PLANNING DRAWINGS

PROJECT
Residential Development
ADDRESS
210-212 Merri Street, Warrnambool
CLIENT
Heatherlie Homes





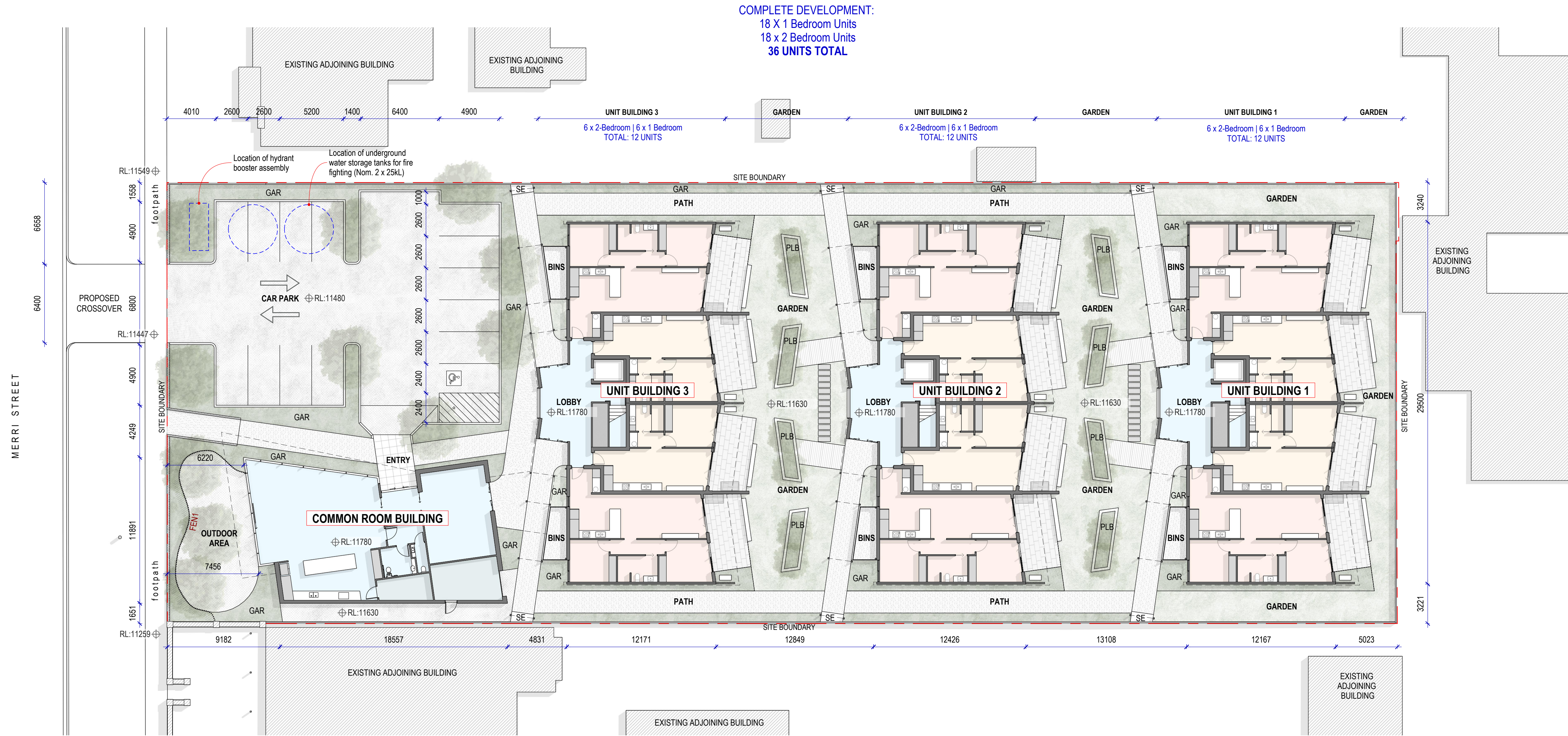
EXISTING CONDITIONS PLAN
SCALE 1:200

DEMOLITION NOTES	
No.	Description
01	This is an indicative drawing only. Demolish as necessary to achieve the proposed works. Contractor to make good as necessary to achieve the proposed works.
02	Obtain all required permits and protection notices for the project. Allow to provide all necessary shoring, scaffolding, gantry, hoarding and other protective equipment for the project.
03	Unless stated otherwise, disconnect disused services and waste connections.
04	Existing floor coverings and underlay to be removed to allow for new works.
05	Demolish all redundant fixings, fixtures and building services within area of proposed works.

- EXISTING BUILDING/STRUCTURE TO BE DEMOLISHED
- EXISTING VEHICLE CROSSOVER TO BE DEMOLISHED
- EXISTING TREE/SHRUB TO BE REMOVED



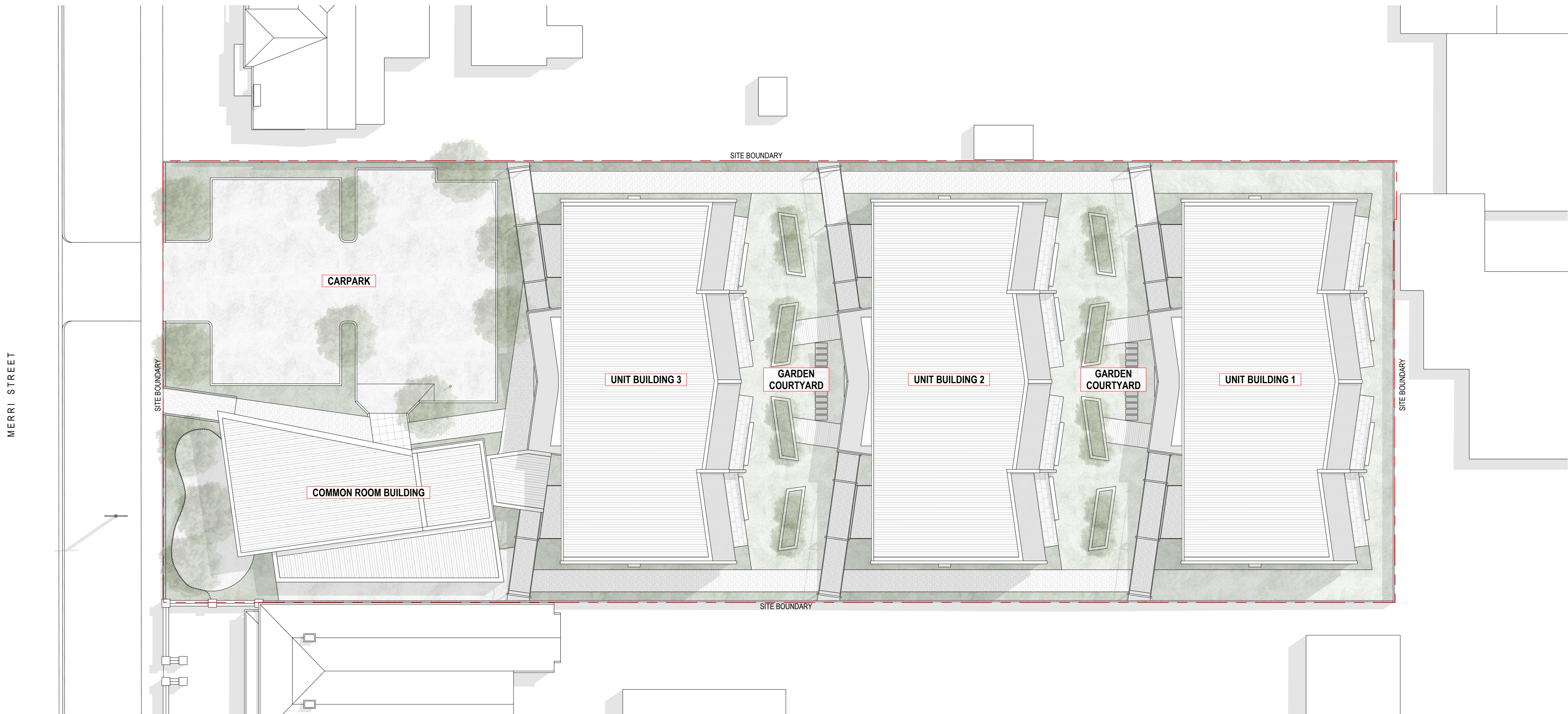
LEGEND	
CODE	DESCRIPTION
FEN1	Aluminium slat fence, colour C3.
FFL	Finished floor level.
GAR	Garden bed.
PLB	Planter box.
RL	Reduced level.
SE	Seat.



PROPOSED SITE PLAN
SCALE 1:200

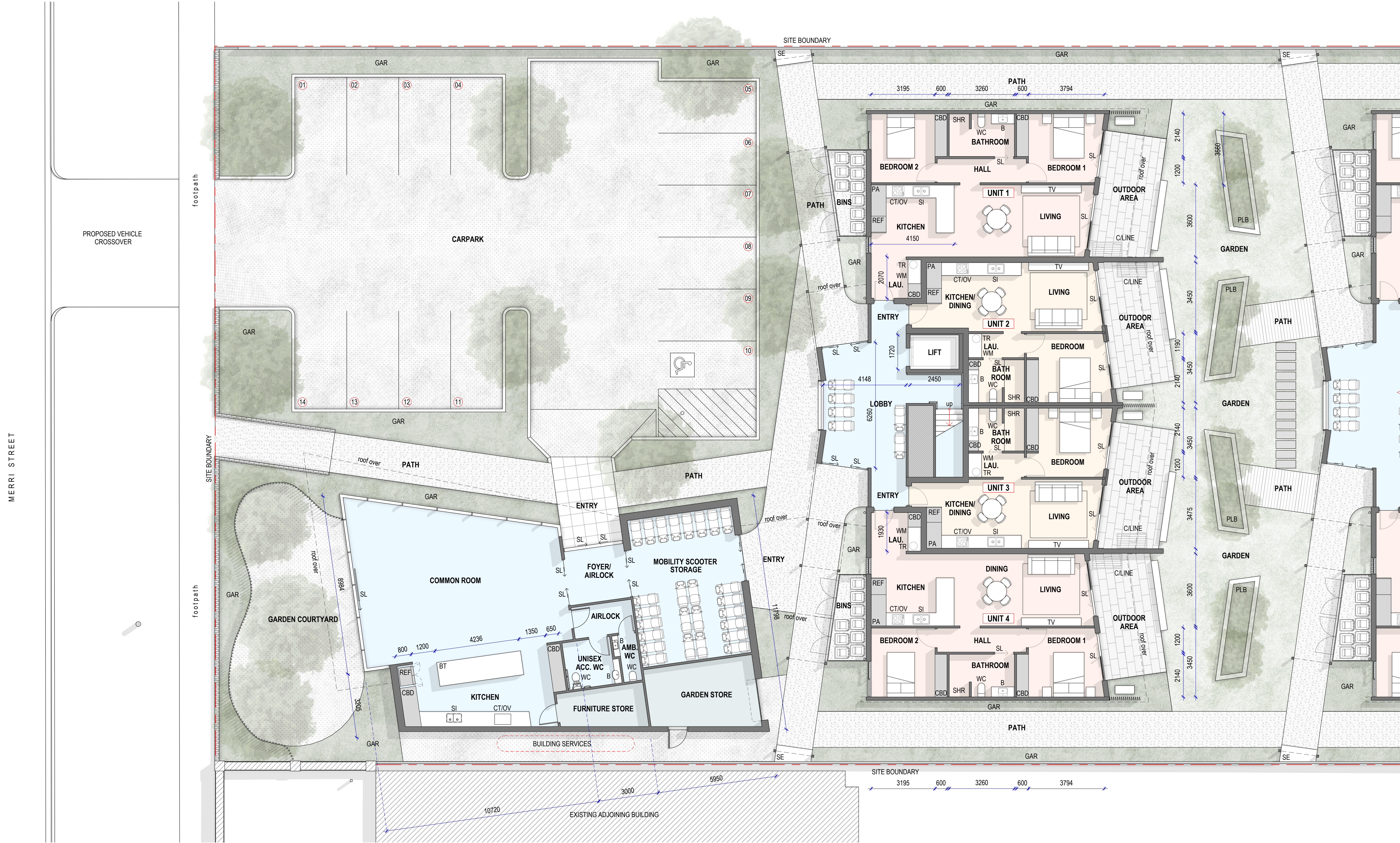


PERSPECTIVE VIEW (FROM WEST)
SCALE N/A



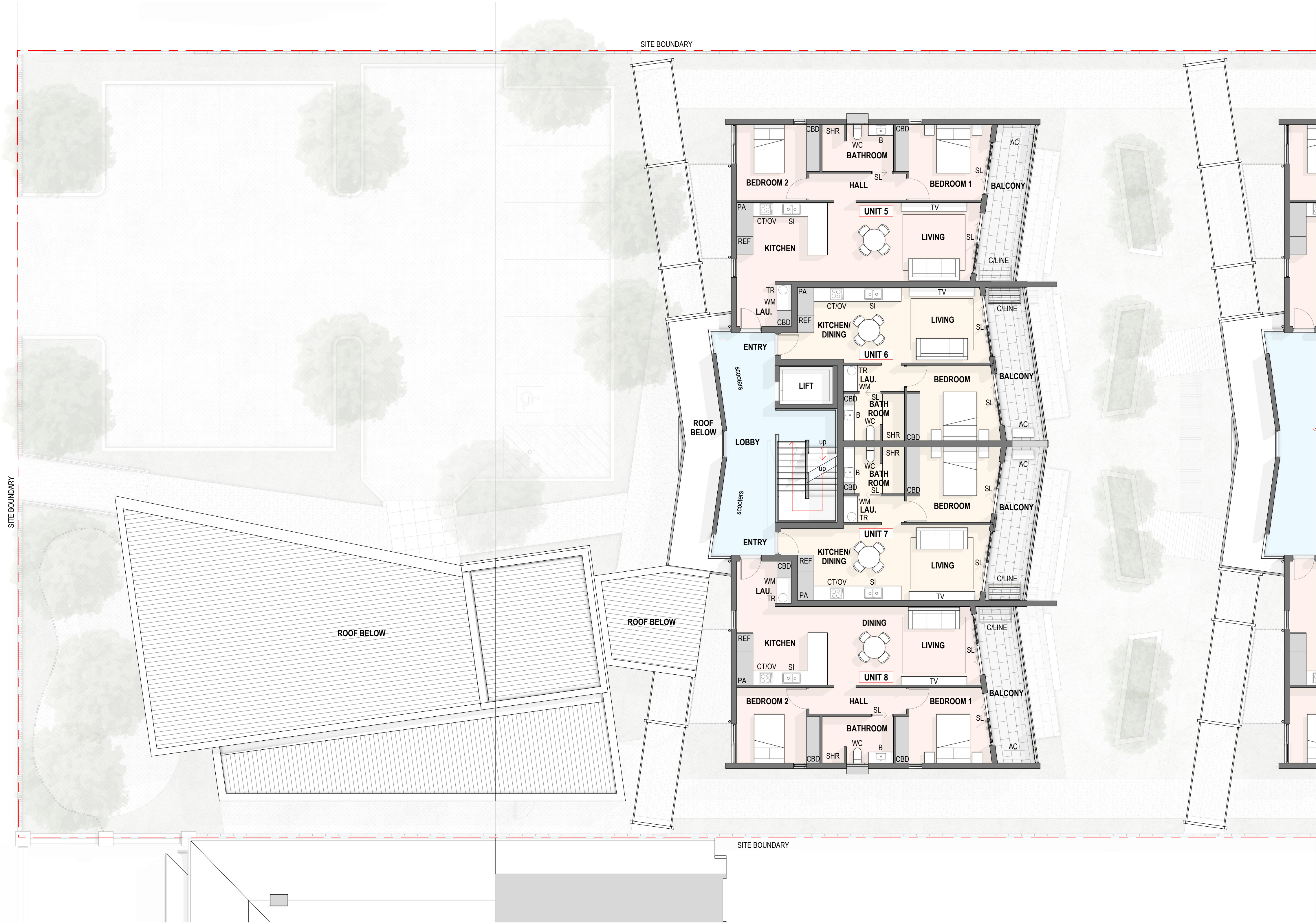
ROOF PLAN
SCALE 1:200

LEGEND	
CODE	DESCRIPTION
B	Hand basin.
BAL1	Balustrade-vertical aluminium system, powdercoat finish, colour C2.
BT	Benchtop.
C/LINE	Wall hung clothes line.
CBD	Cupboard.
CL	Ceiling level.
CT/OV	Cooktop (oven under).
FEN1	Aluminium slat fence, colour C3.
FFL	Finished floor level.
GAR	Garden bed.
NGL	Natural ground level.
PA	Pantry cupboard.
PLB	Planter box.
RL	Reduced level.
SCR1	Aluminium screen, powdercoated finish, powdercoat finish, colour C2.
SCR2	Aluminium screen, powdercoated finish, powdercoat finish, colour C3.
SE	Seat.
SHR	Shower.
SI	Sink.
SL	Sliding door/window.
WC	Toilet suite.



PROPOSED GROUND FLOOR PLAN
(COMMON ROOM & TYPICAL UNIT BUILDINGS)
SCALE 1:100

LEGEND	
CODE	DESCRIPTION
B	Hand basin.
BAL1	Balustrade-vertical aluminium system, powdercoat finish, colour C2.
BT	Benchtop.
C/LINE	Wall hung clothes line.
CBD	Cupboard.
CL	Ceiling level.
CT/OV	Cooktop (oven under).
FEN1	Aluminium slit fence, colour C3.
FFL	Finished floor level.
GAR	Garden bed.
NGL	Natural ground level.
PA	Pantry cupboard.
PLB	Planter box.
RL	Reduced level.
SCR1	Aluminium screen, powdercoated finish.
SCR2	Aluminium screen, powdercoated finish.
SE	Seat.
SHR	Shower.
SI	Sink.
SL	Sliding door/window.
WC	Toilet suite.



PROPOSED FIRST FLOOR PLAN
(TYPICAL UNIT BUILDING)
SCALE 1:100

LEGEND	
CODE	DESCRIPTION
B	Hand basin.
BAL1	Balustrade-vertical aluminium system, powdercoat finish, colour C2.
BT	Benchtop.
C/LINE	Wall hung clothes line.
CBD	Cupboard.
CL	Ceiling level.
CT/OV	Cooktop (oven under).
FEN1	Aluminium slit fence, colour C3.
FFL	Finished floor level.
GAR	Garden bed.
NGL	Natural ground level.
PA	Pantry cupboard.
PLB	Planter box.
RL	Reduced level.
SCR1	Aluminium screen, powdercoated finish.
SCR2	Aluminium screen, powdercoated finish.
SE	Seat.
SHR	Shower.
SI	Sink.
SL	Sliding door/window.
WC	Toilet suite.

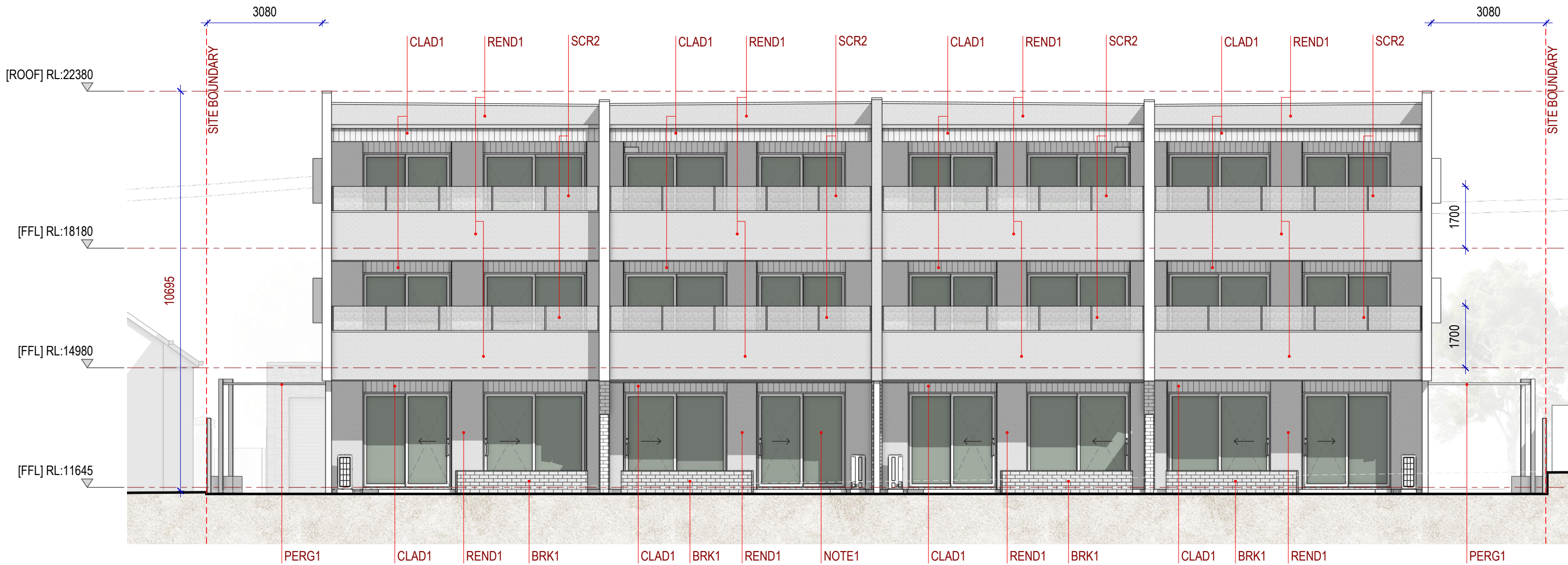


PROPOSED SECOND FLOOR PLAN
(TYPICAL UNIT BUILDING)
SCALE 1:100

LEGEND	
CODE	DESCRIPTION
BAL1	Balustrade-vertical aluminium system, powdercoat finish, colour C2.
BRK1	Face Brickwork, type 1 (darker tone).
BRK2	Face Brickwork, type 2 (lighter tone).
C1	Colour: TBC, rendered surfaces.
C2	Colour: TBC, roof & gutters.
C3	Colour: TBC, windows & doors, screens.
C4	Colour: TBC, overlooking screens.
CL	Ceiling level.
CLAD1	Aluminium interlocking cladding-vertical.
EG1	Metal eaves gutter, colour C2.
FEN1	Aluminium slat fence, colour C3.
FFL	Finished floor level.
GAR	Garden bed.
MESH1	Perforated aluminium sheet, powdercoated finish, colour C4.
NGL	Natural ground level.
NOTE1	Aluminium door/window frame, colour C3.
PERG1	Steel pergola structure with painted finish, colour C3.
PLB	Planter box.
REND1	Render, painted finish, colour C1.
RF1	Roof sheeting, colour C2.
RL	Reduced level.
SCR1	Aluminium screen, powdercoated finish, colour C3.
SCR2	Aluminium screen, powdercoated finish, colour C3, with infill MESH1.



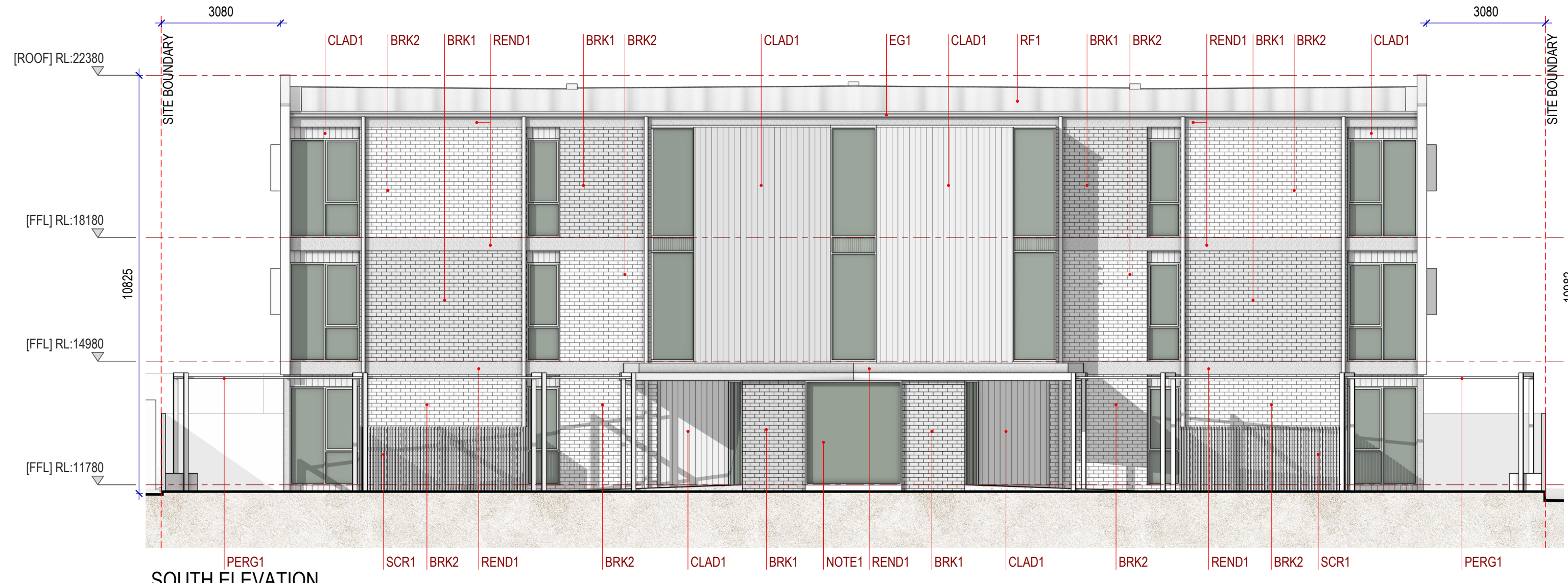
SOUTH ELEVATION
(MERRI STREET)
SCALE 1:100



NORTH ELEVATION
(UNIT BUILDING 1)
SCALE 1:100



NORTH ELEVATION
(UNIT BUILDING 2 & 3)
SCALE 1:100

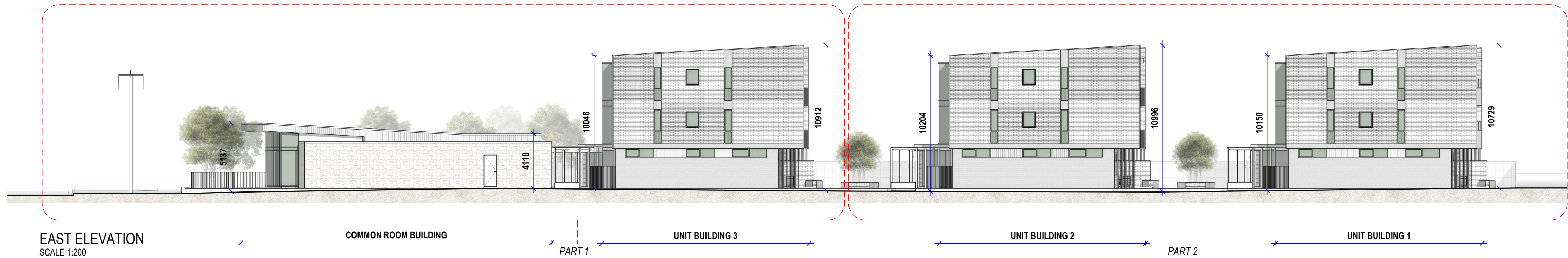


SOUTH ELEVATION
(UNIT BUILDINGS 1, 2 & 3)
SCALE 1:100

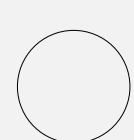
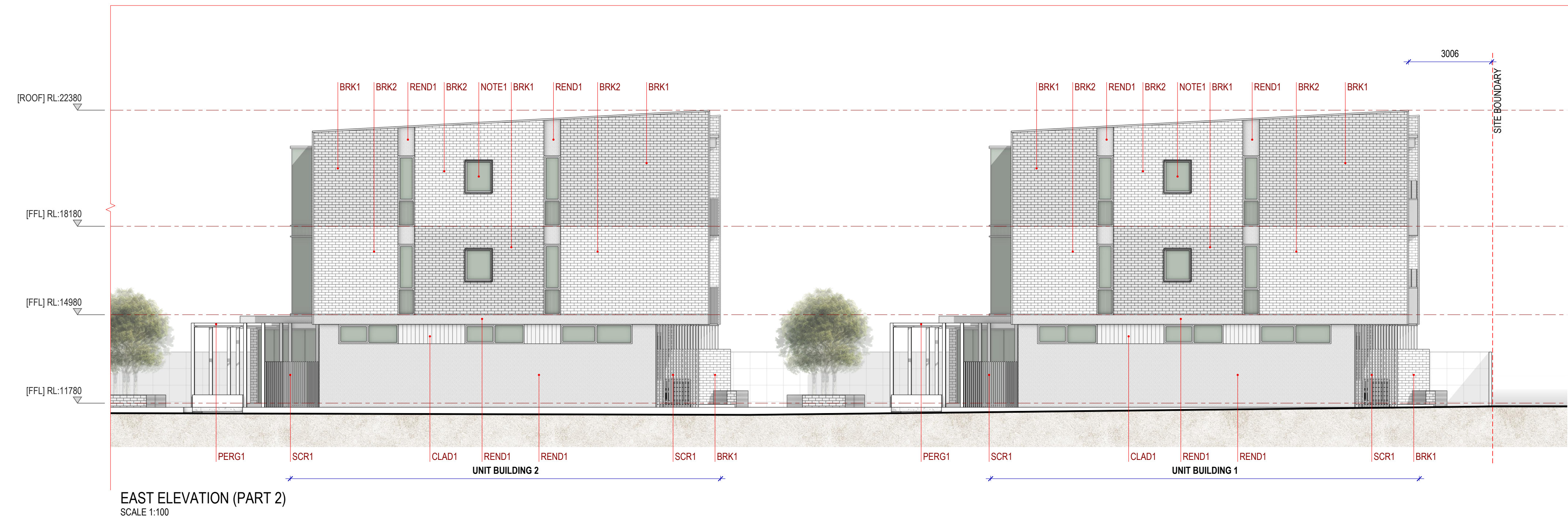
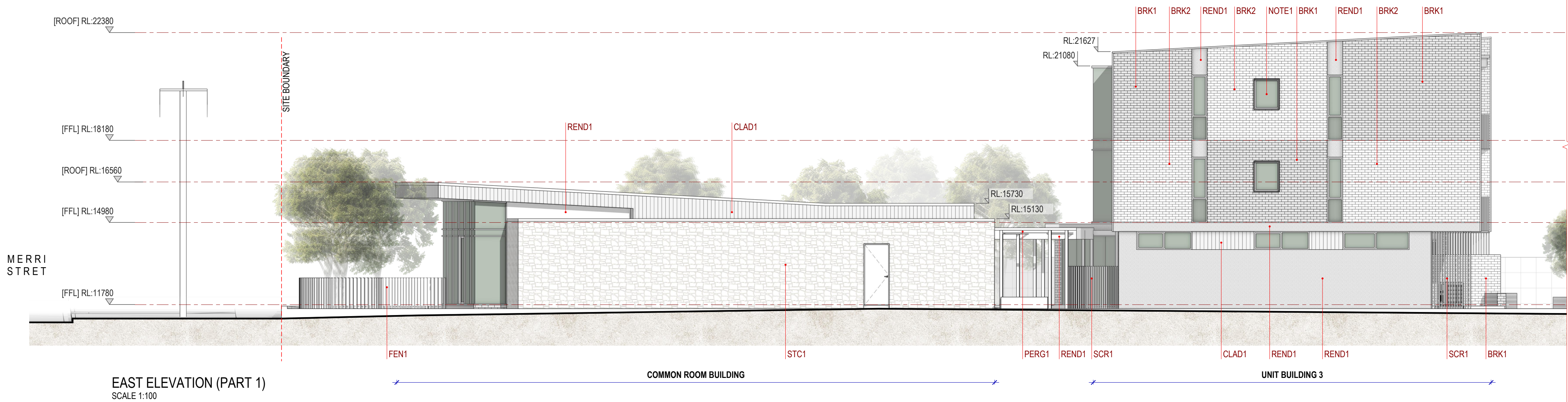


NORTH ELEVATION
(COMMON ROOM BUILDING)
SCALE 1:100

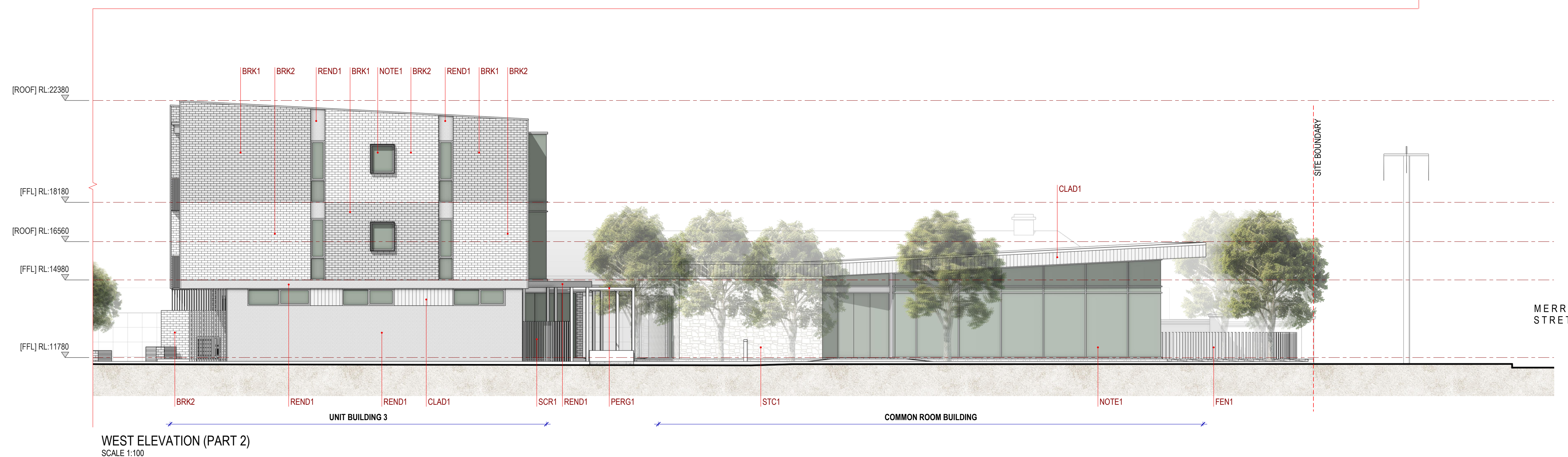
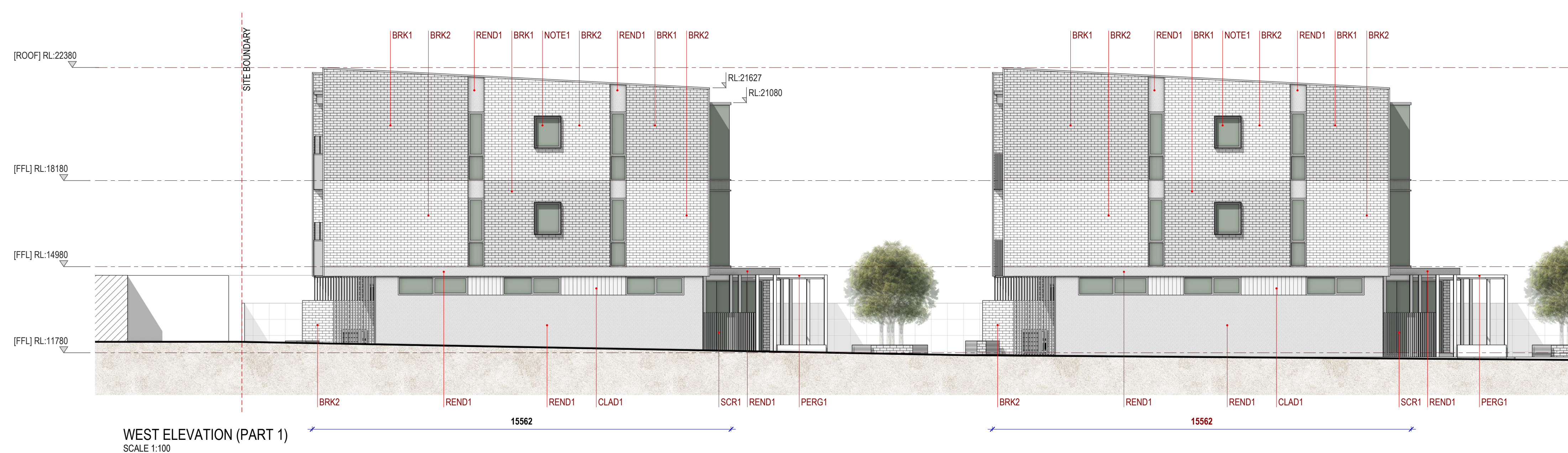
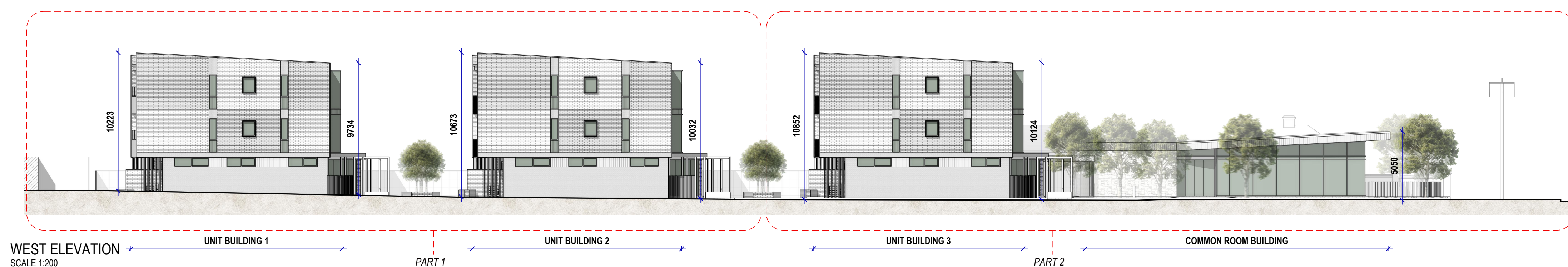


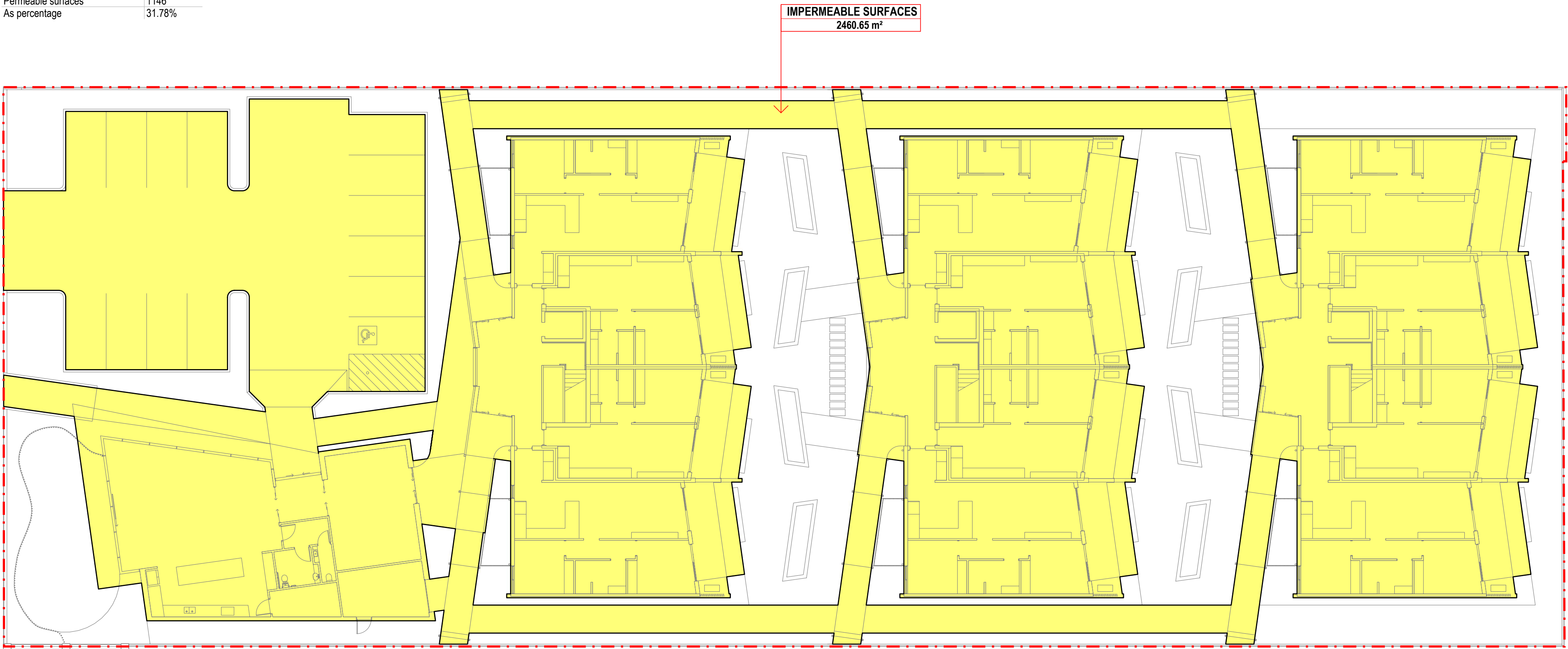
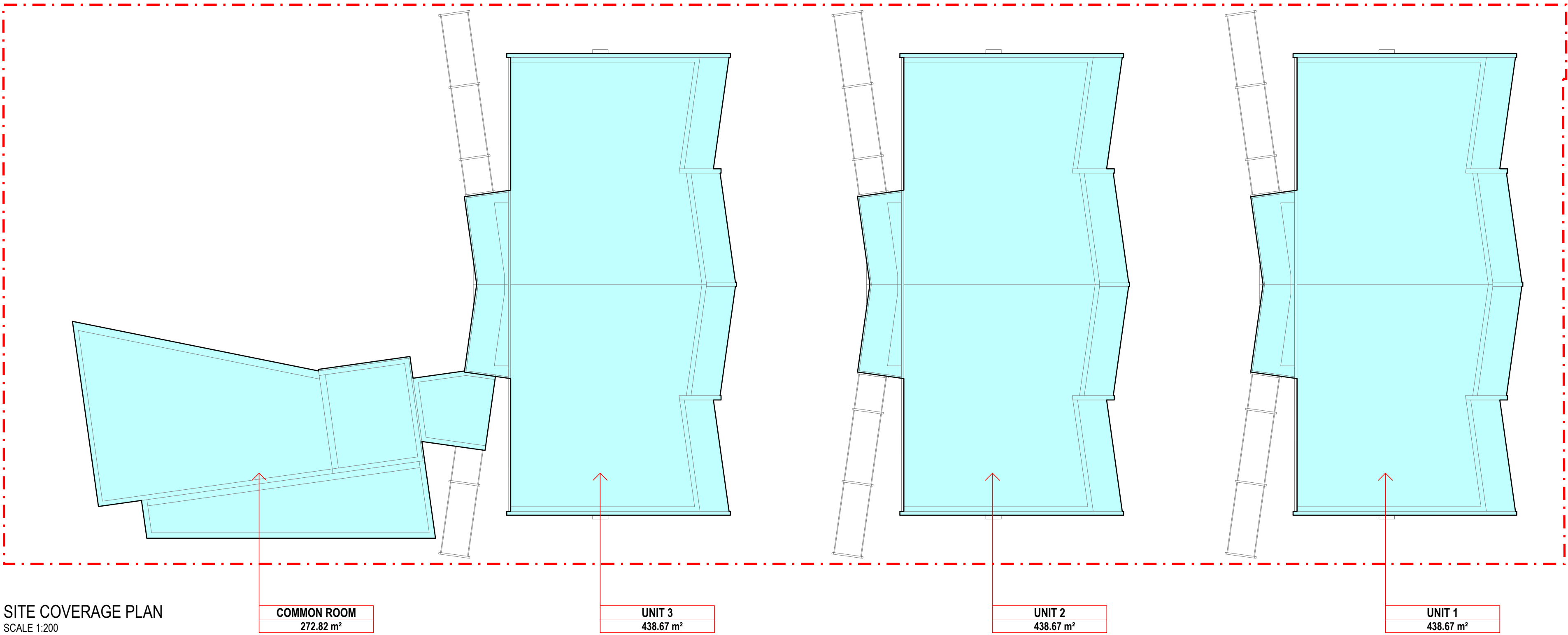


LEGEND	
CODE	DESCRIPTION
BAL1	Balustrade-vertical aluminium system, powdercoat finish, colour C2.
BRK1	Face Brickwork, type 1 (darker tone).
BRK2	Face Brickwork, type 2 (lighter tone).
C1	Colour: TBC, rendered surfaces.
C2	Colour: TBC, roof & gutters.
C3	Colour: TBC, windows & doors, screens.
C4	Colour: TBC, overlooking screens.
CL	Ceiling level.
CLAD1	Aluminium interlocking cladding-vertical.
EG1	Metal eaves gutter, colour C2.
FEN1	Aluminium slat fence, colour C3.
FFL	Finished floor level.
GAR	Garden bed.
MESH1	Perforated aluminium sheet, powdercoated finish, colour C4.
NGL	Natural ground level.
NOTE1	Aluminium door/window frame, colour C3.
PERG1	Steel pergola structure with painted finish, colour C3.
PLB	Planter box.
REND1	Render, painted finish, colour C1.
RF1	Roof sheeting, colour C2.
RL	Reduced level.
SCR1	Aluminium screen, powdercoated finish, colour C3.
SCR2	Aluminium screen, powdercoated finish, colour C3, with infill MESH1.

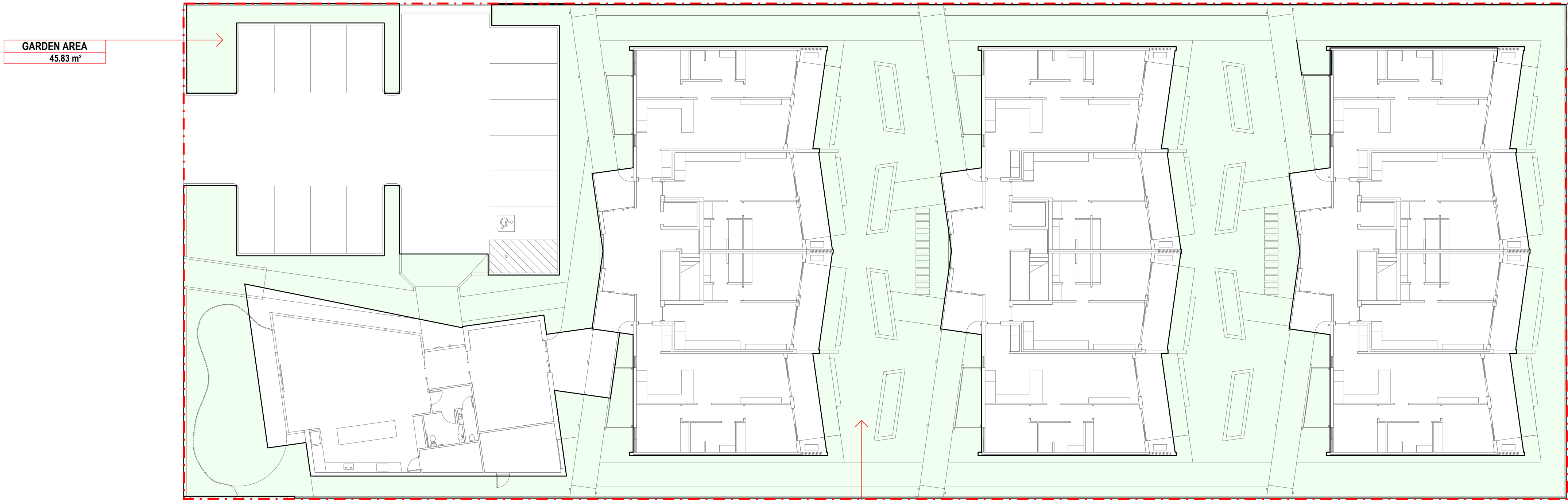


LEGEND	
CODE	DESCRIPTION
BAL1	Balustrade-vertical aluminium system, powdercoat finish, colour C2.
BRK1	Face Brickwork, type 1 (darker tone).
BRK2	Face Brickwork, type 2 (lighter tone).
C1	Colour: TBC, rendered surfaces.
C2	Colour: TBC, roof & gutters.
C3	Colour: TBC, windows & doors, screens.
C4	Colour: TBC, overlooking screens.
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CLAD1	Aluminium interlocking cladding-vertical.
EG1	Metal eaves gutter, colour C2.
FEN1	Aluminium slat fence, colour C3.
FFL	Finished floor level.
GAR	Garden bed.
MESH1	Perforated aluminium sheet, powdercoated finish, colour C4.
NGL	Natural ground level.
NOTE1	Aluminium door/window frame, colour C3.
PERG1	Steel pergola structure with painted finish, colour C3.
PLB	Planter box.
REND1	Render, painted finish, colour C1.
RF1	Roof sheeting, colour C2.
RL	Reduced level.
SCR1	Aluminium screen, powdercoated finish, colour C3.
SCR2	Aluminium screen, powdercoated finish, colour C3, with infill MESH1.





SITE PERMEABILITY PLAN
SCALE 1:200



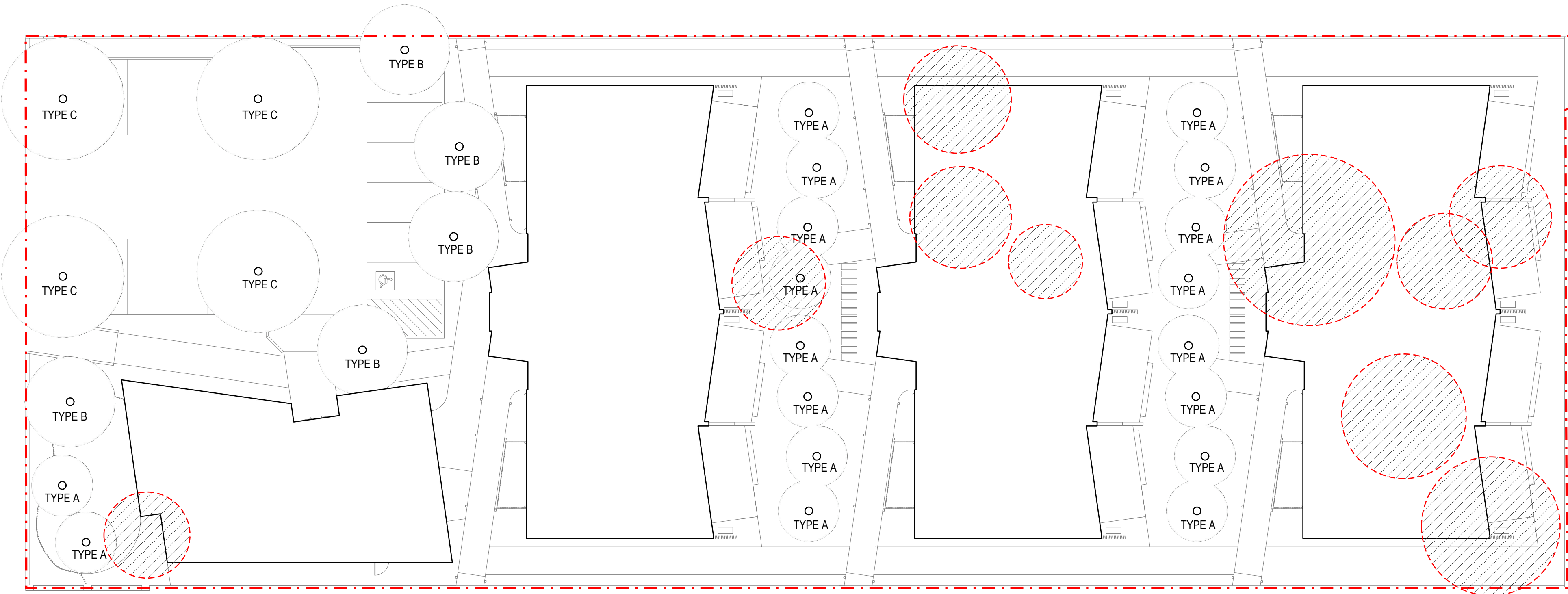
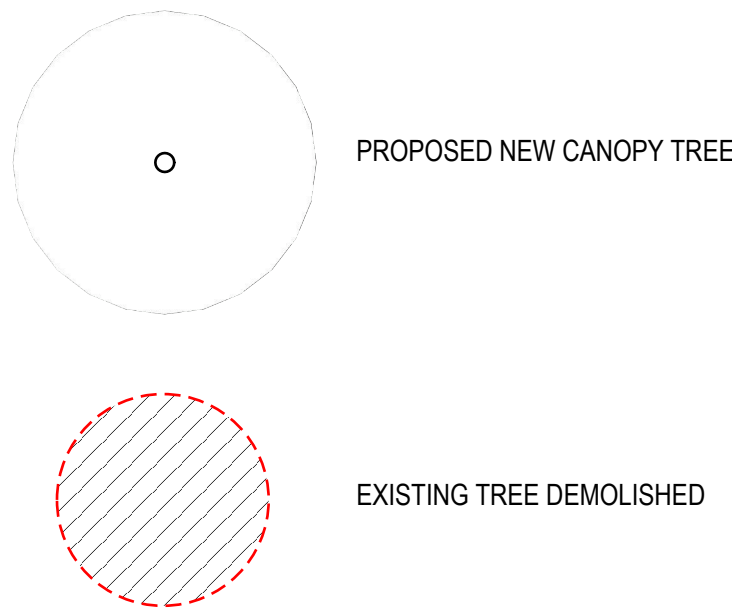
GARDEN AREA PLAN
SCALE 1:200

GARDEN AREA
1533.12 m²

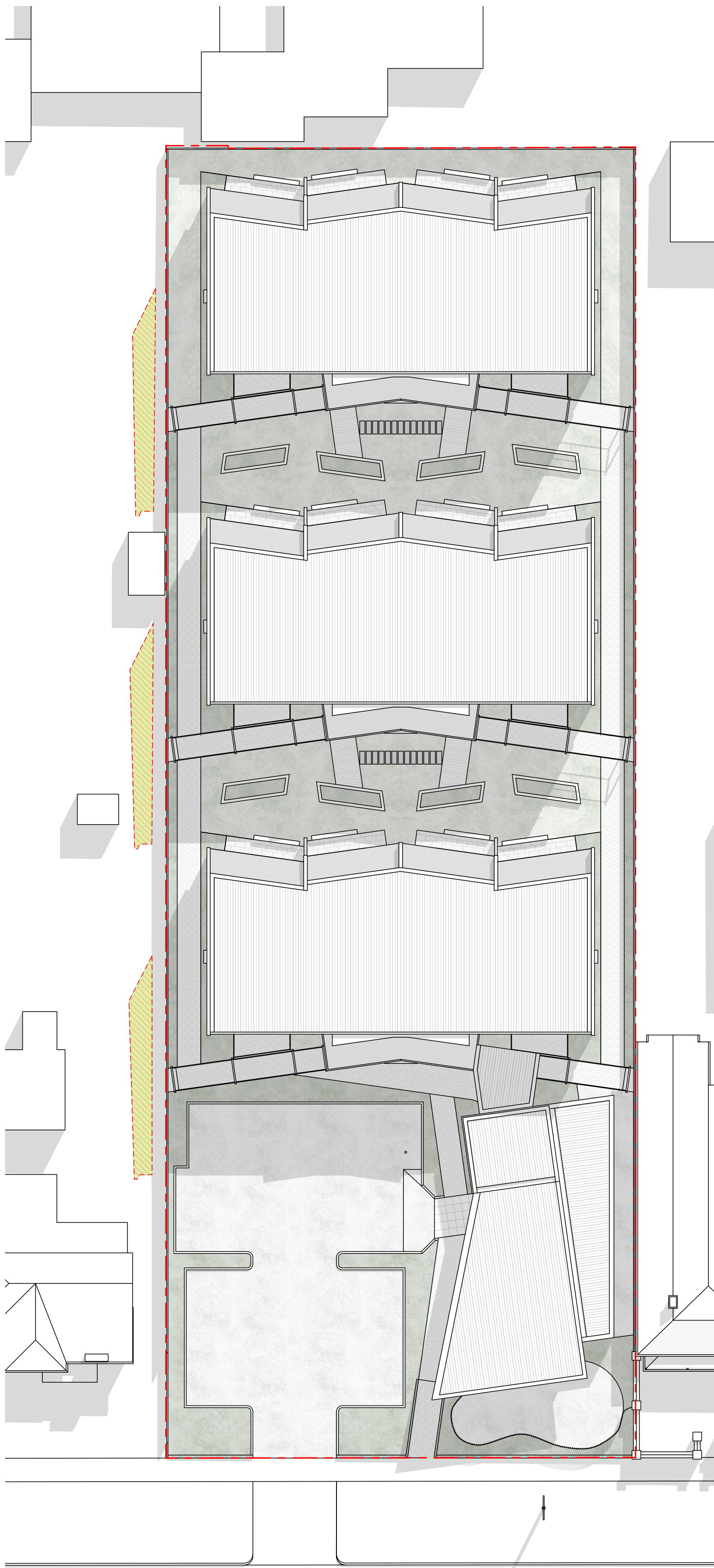
GARDEN AREA	
Site Area	m2
Garden Area	3606
As percentage	1579
	43.78%

TREE CANOPY ANALYSIS

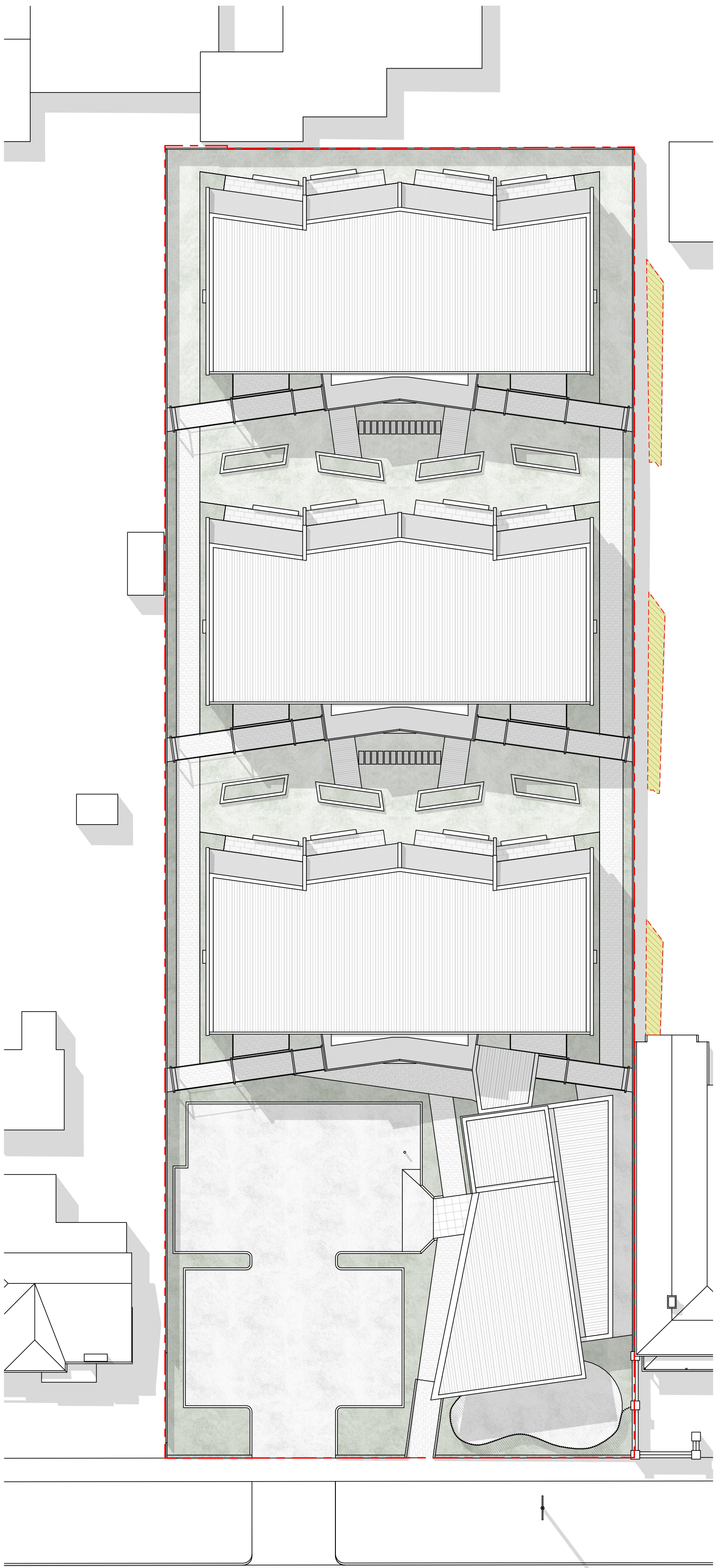
	AREA (m2)	QTY	m2
SITE			3605
Total tree canopy			543.8
As percentage			15.0%
TREES			
Type A (4m)	12.6	16	201.6
Type B (5.9m)	28.2	5	141
Type C (8m)	50.3	4	201.2
			543.8



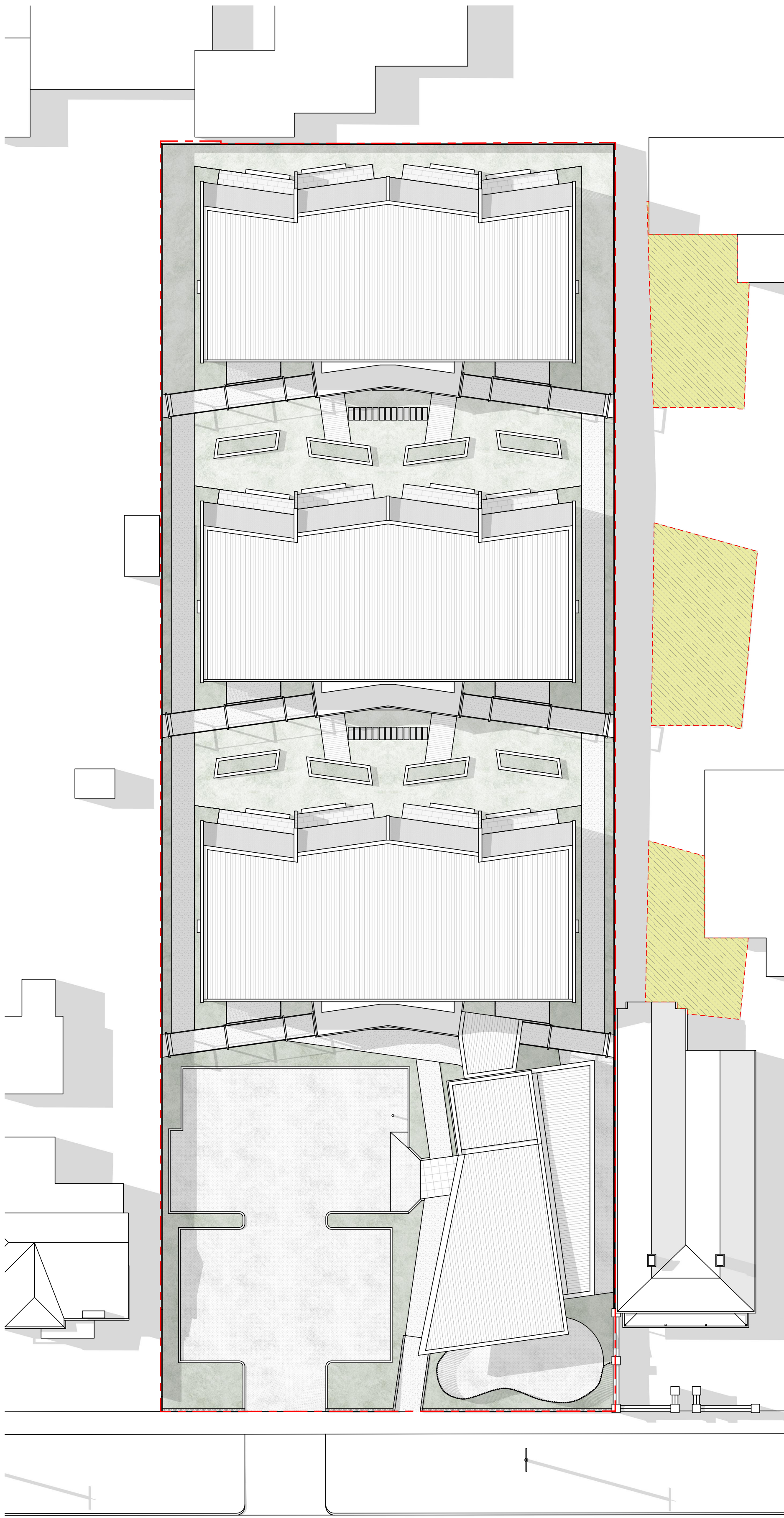
TREE CANOPY PLAN
SCALE 1:200



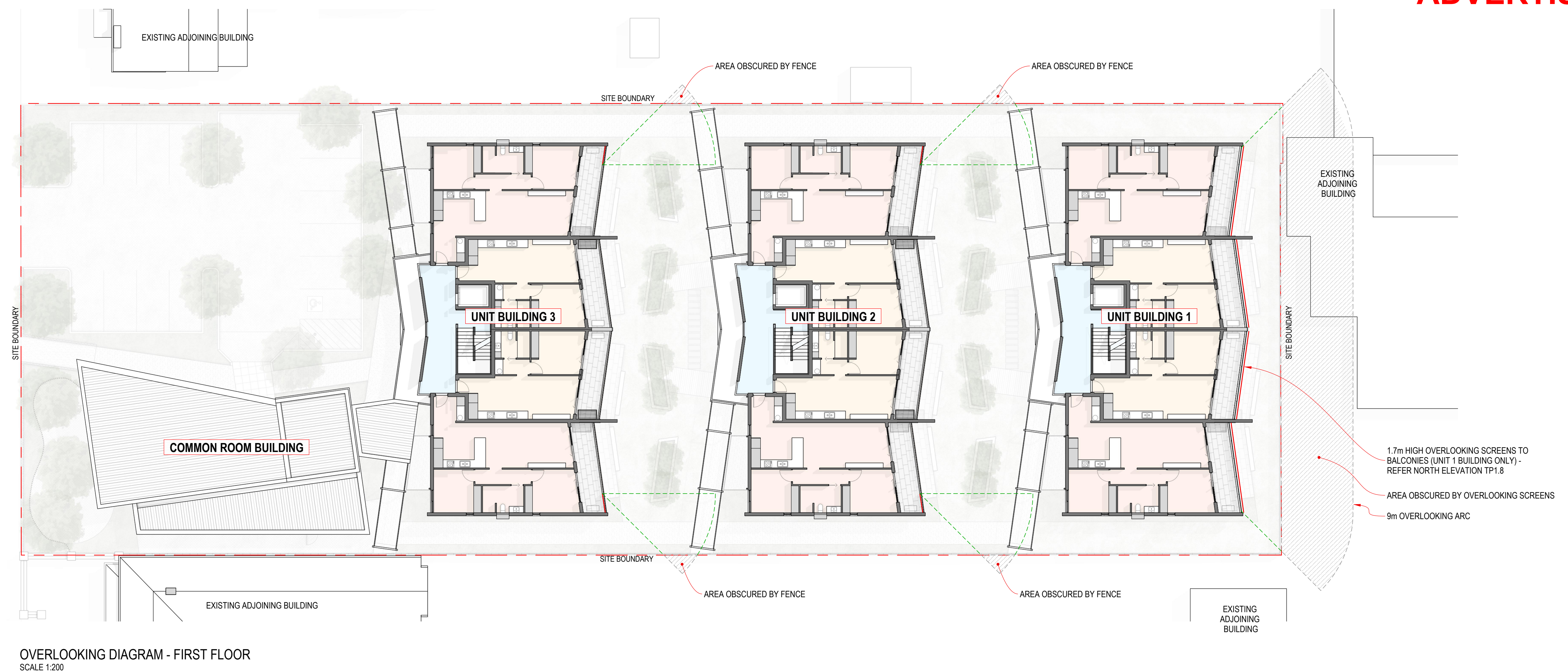
OVERSHADOWING DIAGRAM
9am 22nd SEPTEMBER | 1:250



OVERSHADOWING DIAGRAM
12pm 22nd SEPTEMBER | 1:250



OVERSHADOWING DIAGRAM
2pm 22nd SEPTEMBER | 1:250





Planning Submission

210-212 Merri Street, Warrnambool

Use of land for a retirement village under Clause 32.08-2 (GRZ1), construct a building or construct or carry out works for a use in Section 2 under Clause 32.08-10 (GRZ1), and reduction of car parking requirements under Clause 52.06

August 2026

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Inception Planning acknowledges Aboriginal and Torres Strait Islander peoples as the traditional custodians of lands on which we do business, and we pay our respects to Elders, past, present, and emerging. We acknowledge the important contribution that Aboriginal and Torres Strait Islander people make in creating strong and vibrant communities.

Contents

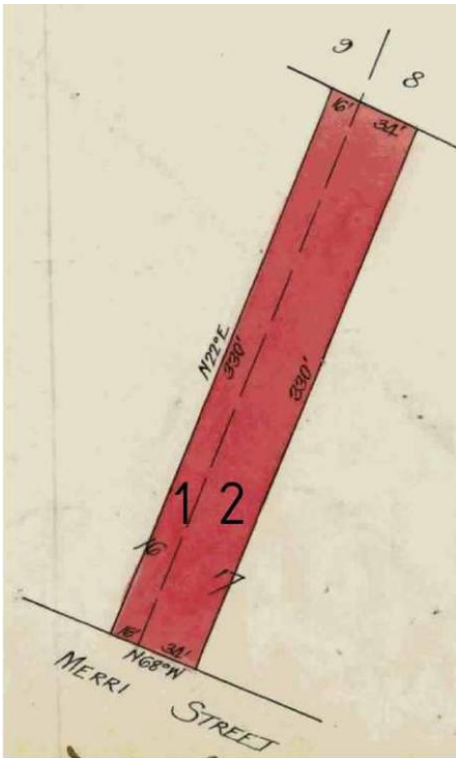
Introduction	3
Subject site particulars	4
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Zone	20
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Introduction

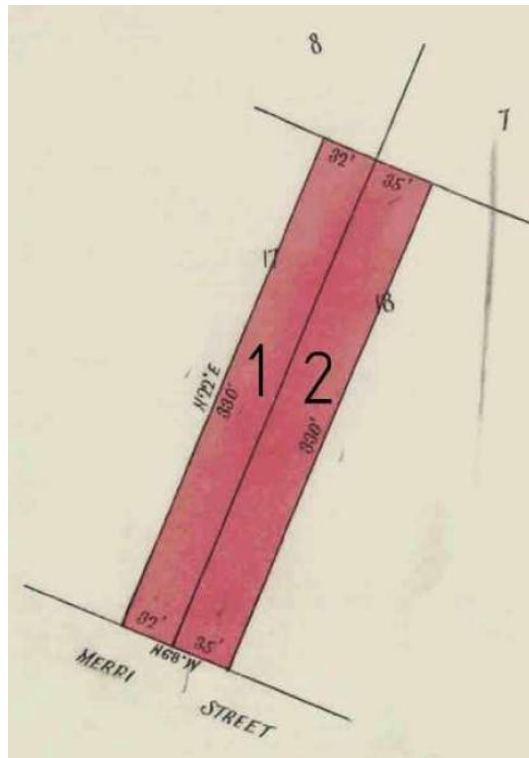
Inception Planning has been engaged to submit a planning permit application at 210-212 Merri Street, Warrnambool (subject site) for the *'Use of land for a retirement village under Clause 32.08-2 (GRZ1), construct a building or construct or carry out works for a use in Section 2 under Clause 32.08-10 (GRZ1), and reduction of car parking requirements under Clause 52.06'*

The subject site comprises two properties, 210 and 212 Merri Street, Warrnambool. 210 Merri Street is formally known as Lots 1 and 2 on TP 696322D, and 212 Merri Street is formally known as Lots 1 and 2 on TP692206C. The proposal will extend across all four lots.

There are no restrictions registered on title.



212 Merri Street



210 Merri Street

Subject site particulars

Existing Conditions	There are two dwellings located on 210 Merri Street. 212 Merri Street is developed with an outbuilding.
Area m ²	Combined area of both lots is 0.36ha
Cultural Heritage Sensitivity	The site is within an area of Cultural Heritage Sensitivity. A Cultural Heritage Management Plan has been prepared and will be submitted before a decision is made on the application.
Bushfire Prone	The site is not identified as bushfire prone

Planning Controls

Zone	General Residential Zone, Schedule 1 (GRZ1)
Overlays	NA
Particular Provisions	Clause 52.06 – Car Parking

Why is a permit required?

Planning permission is required to use and develop the land with a Retirement Village under Clause 32.08 (GRZ1). Planning permission is also required to reduce the number of car parking spaces required under Clause 52.06.

Why should this application be supported?

- Proposed infill that will make use of existing infrastructure and services
- Creating additional dwellings in an accessible area with good access to amenities
- High level of alignment with both state and local policy

Subject Site

The subject site is located on the northern side of Merri Street, approximately midway between Fairy and Henna Streets.

The site is rectangular in shape with a frontage to Merri Street of 35.95m, maximum depth of 103.48m equating to an overall area of 0.37ha.

The site contains two buildings, both used as dwellings. The dwellings are located within the southeastern corner of the site. Both dwellings are single storey and provided with onsite car parking.



Existing dwellings on 210 Merri Street



212 Merri Street



Street frontage

There are two existing vehicle access points to the site from Merri Street. A driveway runs parallel to the site's eastern boundary providing access for both dwellings.

The site is generally flat with a slight upwards slope towards the northwest corner.

There are several existing trees across the site which have all been planted.

Fencing along the site's frontage includes a low timber fence and very low masonry fence outside the existing dwelling.

Below is an aerial photograph of the subject site, marked with a blue arrow:



Aerial of subject site

Surrounds

The subject site is located at the western periphery of the Warrnambool CBD. Adjoining properties are all zoned General Residential. Commercial zoning commences approximately 50m to the east along Merri Street. To the west of the subject site is an established residential area located between the Warrnambool CBD and the Warrnambool Showgrounds.

Warrnambool Railway Station is located directly to the south of the site across Merri Street. Merri Street itself is within the Transport 3 Zone and is a significant municipal road.



Warrnambool Railway Station



Heritage dwelling across Merri Street

There is a small pocket of Industrial Zoning to the west of the railway station. Further to the south the zoning transitions to Public Park and Recreation Zone, which covers Lake Pertobe Foreshore Reserve.



Zoning map

The subject site and neighbouring properties fronting Merri Street are not within the Heritage Overlay. The Heritage Overlay covers Henna Street and sections of Timor Street to the North. The railway station is within a Heritage Overlay.



Extent of Heritage Overlay

Directly to the east and west of the subject site the properties are developed with single dwellings and associated outbuildings.

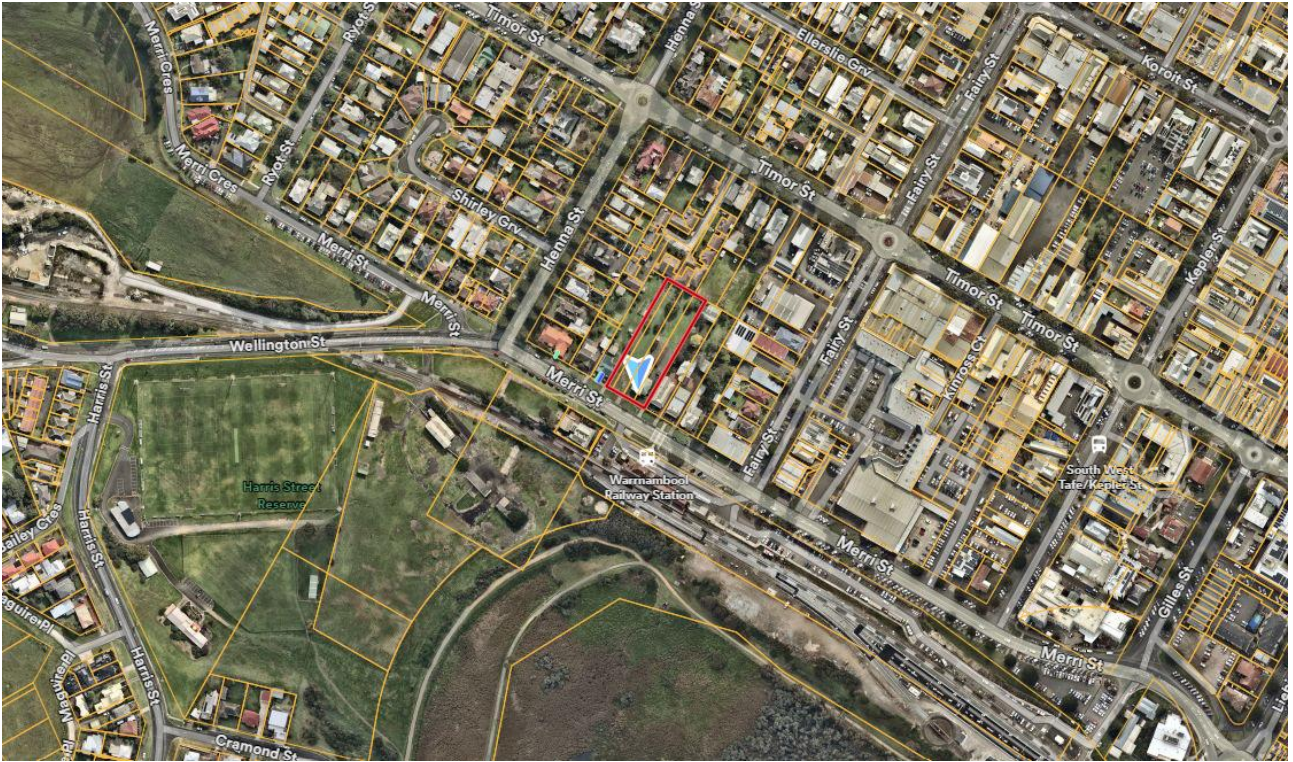


Dwelling at 208 Merri Street



Dwelling at 214 Merri Street

Merri Street is managed by the Department of Transport and Planning and has a sealed width of approximately 13 metres with parallel car parking provided both sides. A footpath is constructed along both sides of the street.

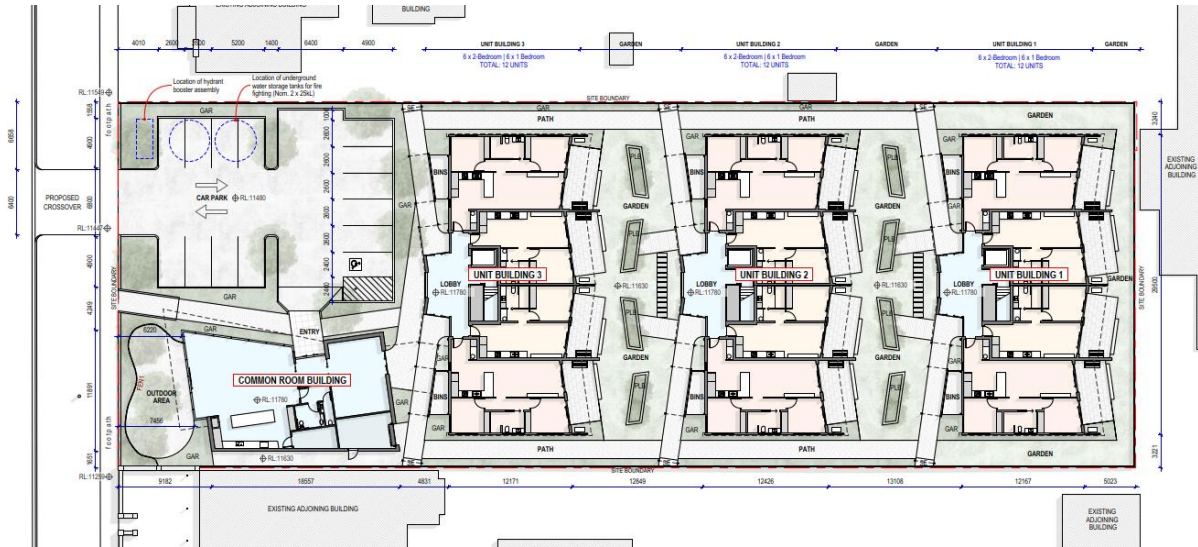


Aerial of surrounds

Proposal

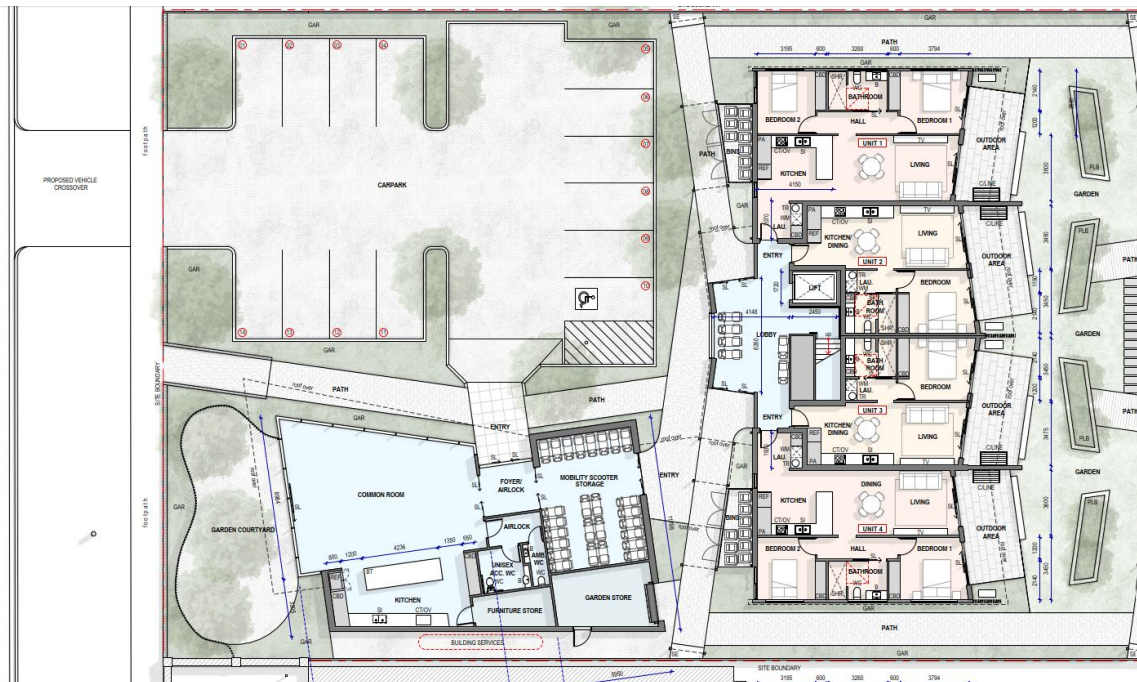
The application proposes the development of a retirement village across both properties.

The village will consist of three, three storey unit buildings each containing 12 units, four at each level.



Proposed site plan

Car parking will be provided within the front setback and accessed via a single vehicle crossover. It is proposed to provide fourteen onsite car parks. The car park will be located in the site's southwestern corner, to the east will be a common room building which includes a mobility scooter storage, storage areas and bathrooms.



Car park layout

This architectural elevation drawing illustrates the proposed building's facade. The structure is a multi-story modern building with a flat roof and large, rectangular windows. It is situated on a sloped site, with the ground level indicated by a horizontal line. The drawing shows the building's profile and its relationship to the surrounding landscape, including some landscaping elements like trees and a paved area.

Eastern elevation

Warrnambool Planning Scheme

Planning Policy

- Clause 11.03-1S – Activity centres and precincts
- Clause 11.03-1L-01 – Activity centres in Warrnambool
- Clause 11.03-1L-02 – Warrnambool City Centre
- Clause 15.01-2S - Building Design
- Clause 15.03-2S – Aboriginal Cultural Heritage
- Clause 15.01-5S – Neighbourhood Character
- Clause 16.01-1S – Housing Supply
- Clause 16.01-1R– Housing for Older People – Great South Coast
- Clause 16.01-1L – Housing Supply
- Clause 16.01-2S – Housing Affordability

Zone

- Clause 32.08 – General Residential Zone Schedule 1(GRZ1)

Particular Provisions

- Clause 52.06 – Car Parking

General Provisions

- Clause 65.01 – Approval of an application or plan

Permit Triggers

Clause 32.08 – General Residential Zone

- Pursuant to Clause 32.08-2 Accommodation (retirement village) is a Section 2 - permit required use
- Pursuant to Clause 32.08-10 a permit is required to construct a building for a use in Section 2 of Clause 32.08-2

Clause 52.06 – Car Parking

- Pursuant to Clause 52.06-3 a permit is required to reduce the minimum number of car parking spaces required under Clause 52.06-5

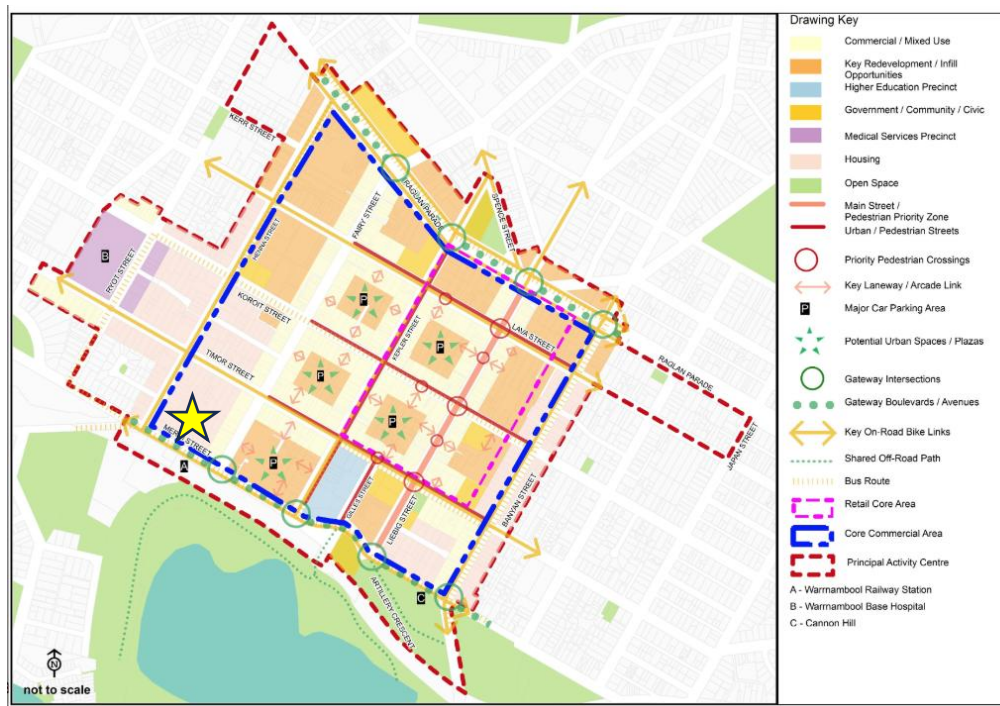
Planning Assessment

Planning Policy

Settlement

The objective of Clause 11.03-1S Activity Centres and Precincts is to encourage the concentration of major residential developments into activity centres with good public transport services.

The subject site is located within the Warrnambool City Principal Activity Centre as highlighted by the yellow star in the below strategic plan.



Warrnambool City Centre Framework Plan

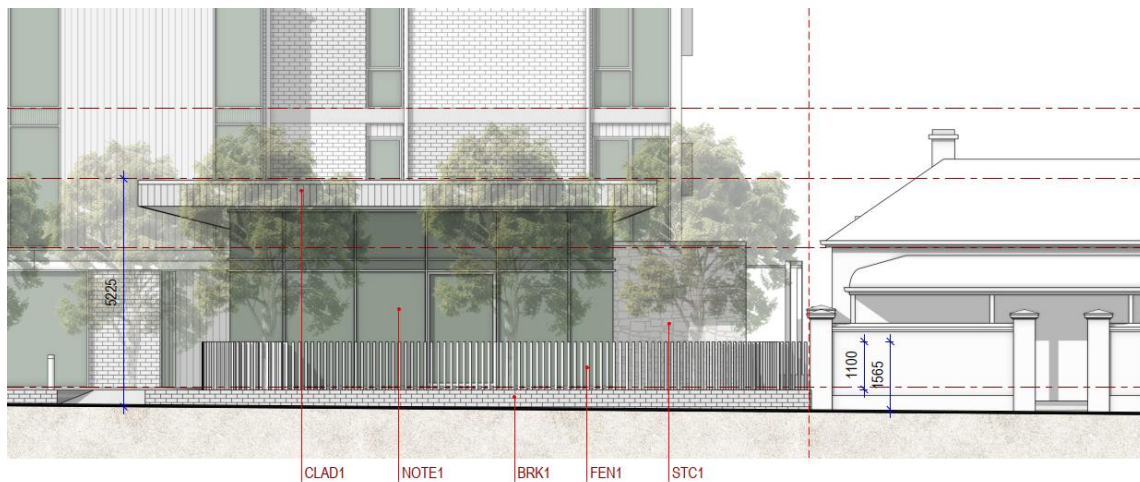
Local policy at Clause 11.03-1L-01 Activity Centres in Warrnambool supports the diversification of activity centres including the development of housing. Policy specific to Warrnambool City Centre includes:

- Encourage higher density residential development in the Warrnambool City Centre, particularly at upper storeys.
- Support housing diversity for residents of all life stages to reside in the Warrnambool City Centre.
- Ensure the scale of development avoids detrimental amenity impacts on areas surrounding the Warrnambool City Centre.
- Ensure development is sympathetic to existing heritage character of the Warrnambool City Centre.
- Encourage new development to interact with the public realm and provide ground level retail and commercial uses.

The proposed development realises several objectives of both state and local settlement policy by providing a higher density residential development in a principal activity centre. The development will provide additional housing for older residents and add to the diversity of housing in the activity centre.

The development has been designed to consider both internal and external amenity and will not detrimentally impact the surrounding area. The scale of the building is line with what is permitted and expected in the zoning.

The common room, a lower scale element, has been positioned to the front of the development to ensure the development is sympathetic to the existing development pattern. The development will interact with public realm, with glazing provided at ground level to ensure passive surveillance over Merri Street and a direct connection between the public and private realms.



Interface with Merri Street

Built Environment

Clause 15.01 Built Environment seeks to achieve building design and siting outcomes that contribute positively to the local context and enhance the public realm.

The proposed development is of a high architectural standard and will add a well-considered building to the existing streetscape.

The built form of the common room differs from other buildings within the area, presenting a more contemporary façade with significant glazing, however it will sit comfortably in the street, setback in line with neighbouring dwellings and single storey. The three storey elements are setback and behind the neighbouring dwellings.

- (a) all or part of the activity area for the activity is an area of cultural heritage sensitivity; and
- (b) all or part of the activity is a high impact activity.

Regulation 46 lists a retirement village as a high impact activity and as all of the activity is located in an area of cultural heritage sensitivity a Cultural Heritage Management Plan (CHMP) is required.

A CHMP is currently with the Registered Aboriginal Party for approval and will be provided to council before a decision is made on the application.

Housing

Regional policy at Clause 16.01-1R Housing for Older People – Great South Coast directly supports the provision of suitable housing for older people to cater for projected demographic change in the Great South Coast region. The proposed retirement village is responding to the increased demand for this type of housing and directly aligns with government's desire to provide more housing that is attractive to older people.

Clause 16.01-1S Housing Supply also supports the provision of housing that is suitable for older people and the provision of diverse housing that meets the needs of changing households. State policy also encourages the development of housing that allows a range of income groups to choose housing in well-serviced locations.

In addition to the above proposal assists in realising the objectives of Clause 16.01-1S Housing Supply by proposing quality housing in an established area, taking pressure of greenfield areas and taking advantage of existing services and infrastructure.

The compact design supports affordability and efficient land use, consistent with Clause 16.01-2S Housing Affordability. Overall, the proposal delivers meaningful housing supply and diversity in a manner that is both strategically justified and contextually appropriate.

Zone

General Residential Zone

The purpose of the GRZ1 is:

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

The zone encourages a diversity of housing types and housing growth in areas with good access to services and transport. The subject site is located on the periphery of the Warrnambool CBD and within the principal activity centre. It is well positioned and provides convenient access to services and amenities.

The proposed retirement village is a Section 2 use and a permit is required for both its use and development.

A retirement village does not require assessment against Clause 55 nor is it required to provide a certain extent of garden area.

Regardless of this the objectives of Clause 55 have been used in the development of the design to ensure a high level of onsite and off-site amenity.

Overshadowing diagrams demonstrate that due to the orientation of the lot most shadow will fall within site boundaries. The dwelling to the east will experience some overshadowing in the afternoon however the area of secluded private open space that is not overshadowed by the new development is greater than 50 per cent.

Overlooking has also been considered with screening applied to balconies that may overlook surrounding properties.

While the development is residential in nature the decision guidelines at Clause 32.08-14 relating to non-residential uses have also been used as a guide to ensure the development is sensitive to its surrounds.

The proposed retirement village serves a local community as evidenced by its strong policy support at both state and local level. The proposal will provide housing for an increasing demographic in a convenient and well serviced location where there is no reliance on car ownership.

The scale and intensity of the development is greater than the development in the wider area however this existing character is likely to change.

The subject site is located within the boundary of the Warrnambool City Principal Activity Centre where growth and density is encouraged. In addition to this as directed by PPN91 Using the Residential Zones July 2023 the General Residential Zone should be applied to:

'areas where housing development of three storeys exists or is planned for in locations offering good access to services and transport.'

The design and height respond to the preferred character for the area.

There is significant landscaping provided within the front setback, around the car park and within communal garden areas. Meaningful garden area has been provided to allow the planting of canopy trees and soften the impact of the development.

Onsite car parking has been provided at a scale that allows suitable onsite carparking provision but ensures that car parking isn't a dominant feature on the streetscape. A single-entry point is proposed ensuring safety and legibility for pedestrians and drivers. Convenient and safe pedestrian access is also provided.

It is proposed for waste to be collected via private waste collection. Bins will be located in screened locations across the site. A waste truck will be able to enter and exit the site in a forward direction.

The proposal is supported by the General Residential Zone as it provides housing diversity for older people in a well-serviced location within the Warrnambool City Principal Activity Centre. Although a permit is required, the use is residential in nature and responds to strong policy support for increased housing in accessible areas. The design appropriately manages amenity, built form, landscaping, access, parking and waste, and represents an orderly and acceptable planning outcome.

Particular Provisions

Clause 52.06 Car Parking

Pursuant to Clause 52.06-5 a retirement village is required to provide the following number of car parks.

Table 1: Car parking requirement			
Land use	Measure	Category 1 (Minimum Requirement)	Category 2 (Minimum Requirement)
Retirement village	To each dwelling	1.2	1

The subject site is in Category 1 of car parking requirements. 36 dwellings are proposed and this generates a car parking requirement of 43 spaces. It is proposed to provide 14 car parking spaces and therefore a waiver of 22 spaces is proposed.

A retirement village operated by the same developer in Warrnambool has 73 units and 43 of the residents own cars. This means a more realistic car parking demand for this use is 0.6 spaces per dwelling. If the same ratio is applied to this development the car parking demand is 20 spaces, equating to shortfall of 6 spaces. This is considered a more accurate reflection of the car parking demand that will be generated by the site.

As demonstrated on the plans, scooters are a favoured method of transport and accommodation has been made for these throughout the site.

It is considered that the provided car parking onsite and a reduction in car parking is appropriate for the following reasons:

- Not all residents own cars. The ownership rate is at approximately 60%.
- The subject site is within an activity centre and in a highly accessible location. Residents will be able to walk or use scooters to access services and amenities.
- If required there is unrestricted car parking on Merri and Henna Streets.

In addition to the above the subject site is within Warrnambool's principal activity centre and it is argued that in this setting a 'centre based' approach should be used.

A centre based approach requires consideration of the overall pool of car parking that is available for all land uses in the area. A centre based approach also ensures that private land is used more productively.

in *Sansmark Pty Ltd & Ors v Boroondara CC* (1998), the Supreme Court upheld a Tribunal decision that approved a waiver of car parking requirements. It was stated:

The basic approach in these decisions is that in important activity centres car parking considerations should not be determinative, instead the land use mix in a centre should arise from a combination of strategic planning and the economic forces at work in the centre, car parking issues have a part in this but should not dominate. At the level of the individual site where there is a change of use or an extension to an existing building in most situations car parking shortfalls should be waived if it is consistent plan for the centre, firstly because the most equitable solution is to deal with car parking on a centre wide basis, and secondly because even in saturated car parking conditions a balance will occur between the level of activity and the car parking supply.

As discussed above the subject site is in a location where policy explicitly encourages housing diversity for residents of all life stages. Car parking shouldn't dominate decision making and the proposal's consistency with council's strategic plan for the area should be sufficient to justify a reduction in car parking.

Given the above it is considered that the proposed number of car parks provided will be sufficient to accommodate the demand and a reduction in car parking is justified at a strategic level.

The design of the carpark complies with the design standards at Clause 52.06-9.

Each car parking space is proposed to be 2.6m x 4.9m meeting the required dimensions under Clause 52.06. The accessway will be a minimum of 6.4m. All vehicles on the site will exit the car park in a forward manner.

Further assessment is provided in the accompanying traffic impact assessment prepared by esr planning.

Conclusion

The proposed development provides an appropriate and well-considered infill outcome for the subject site. It will deliver a retirement village within an established residential area that is well serviced by existing infrastructure, public transport, open space and nearby services.

The proposal responds appropriately to the site and its surrounding context. The development has been designed to provide functional accommodation, onsite car parking, communal facilities, landscaping and a high level of amenity for future residents. Its built form is appropriately managed through setbacks, siting, materials and articulation.

The development is strongly supported by planning policy, particularly policies that encourage housing diversity, housing for older people, and increased residential development in accessible locations. The site's location within the Warrnambool Principal Activity Centre further supports the proposed use and intensity of development.

The proposal achieves an acceptable planning outcome having regard to the General Residential Zone and Clause 52.06 of the Planning Scheme. The proposed car parking reduction is justified by the site's accessible location, the nature of the use, the availability of alternative transport options and the supporting traffic assessment.

For the reasons set out in this submission, the proposal represents an orderly and appropriate planning outcome. It is respectfully requested that Council support the application and issue a planning permit.

ADVERTISED

PROPOSED RETIREMENT VILLAGE DEVELOPMENT 210-212 MERRI STREET, WARRNAMBOOL

Transport Impact Assessment Report



efficient safe reliable    

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PREPARED FOR

Heatherlie Homes

DISCLAIMER

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1 INTRODUCTION

1.1 Overview

A planning permit is being sought for a retirement village development at 210-212 Merri Street, Warrnambool. To assist in the consideration of the development proposal, ESR Transport Planning has been engaged to assess relevant transport implications.

1.2 Scope of This Report

This report documents a transport impact assessment which investigates the following:

- Existing transport conditions in the vicinity of the site.
- Parking demands generated by the proposed land use.
- Anticipated impacts on local car parking conditions.
- Design merit of proposed transport facilities.
- Anticipated impacts on the surrounding road network.

1.3 Referenced Information

Documents

- Australian Standards, AS2890, *Australian Standard for Parking Facilities*.
- Institute of Transportation Engineers (ITE), 2019, 5th Edition, *Parking Generation Manual*.
- Traffix Group, 28/08/24, *Warrnambool City Car Parking Strategy 2024*.
- Warrnambool City Council, 28/09/21, *Register of Public Roads*.
- Warrnambool Planning Scheme.

Drawings, Data, Information

- Advice from Heatherlie Home regarding management of their facilities.
- An inspection of the site and surrounds July 2025.
- Drawings of the development, by Mathew Morse Architect, 06/08/26 (Rev.02).
- Online maps from Google, Nearmap, VicPlan, and Public Transport Victoria.
- Transport NSW, Trip Generation Data & Analysis Reports
(transport.nsw.gov.au/industry/asset-management-branch/reference-material).

1.4 Terms

- ABS Australian Bureau of Statistics
- AS Australian Standard
- CBD central business district
- ITE Inst. of Transportation Engineers

2 CONTEXTUAL ANALYSIS

2.1 Site

The site is located on the fringe of Warrnambool's city centre and is within a General Residential Zone (GRZ1).

Property #210 contains a residential dwelling fronting Merri Street and townhouse apartments at the rear. Property #212 has a shed and is otherwise vacant of built form. A dwelling that previously existed was demolished in 2021. Both properties have driveway crossovers to Merri Street.

Neighbouring properties and most of those to the west are residential. Commercial land uses are a short distance to the east. Bayside City Plaza (shopping centre) to the east is a walk distance of approximately 250m. Warrnambool Railway Station is located to the opposite side of Merri Street.

Figure 2.1 Subject Site Locality



2.2 Road Network

Merri Street is classified as a Link Road in the vicinity (Wellington Street to Banyan Street) and is subject to a 40kph speed zone. Within a road reserve of approximately 30m, its carriageway alongside the site accommodates a traffic lane, on-road bicycle lane, and kerbside parallel parking in each direction. To the southeast, parking is configured as indented angle parking.

A raised pedestrian crossing of Merri Street is approximately 20m southeast of the site. A north-westbound bus stop is located immediately on the departure (northwest) side of the pedestrian crossing.

Figure 2.2 Merri Street (facing southeast at site frontage)



2.3 Car Parking

CBD Parking Management

Management of car parking within the city area is a key task for Warrnambool City Council, and several changes to parking management have been introduced in recent years. The Warrnambool City Car Parking Strategy was completed in 2024. And projects to increase city centre parking supply are ongoing.

Parking along Merri Street and Henna Street is mostly unrestricted. Parking along Fairy Street is managed as meter parking, without a duration of stay time limit. Closer to the CBD, parking is generally managed with short term time limits (e.g. 2P) and in some areas with fees payable (e.g. rates of \$2/hour and \$4 all day). Free 1-hour parking is also available in some locations.

Parking Supply and Demands - Parking Strategy Data

The Warrnambool City Car Parking Strategy incorporated surveys of publicly available parking within several precincts, including a CBD precinct, railway precinct, and hospital precinct that all have borders near the subject site. The surveys within these precincts encompassed approximately 4,340 spaces. Demands were recorded on several weekdays and a Saturday in May 2024. The figures below set out a range of findings.

Figure 2.3 Car Parking Occupancy by Time of Day - CBD Precinct



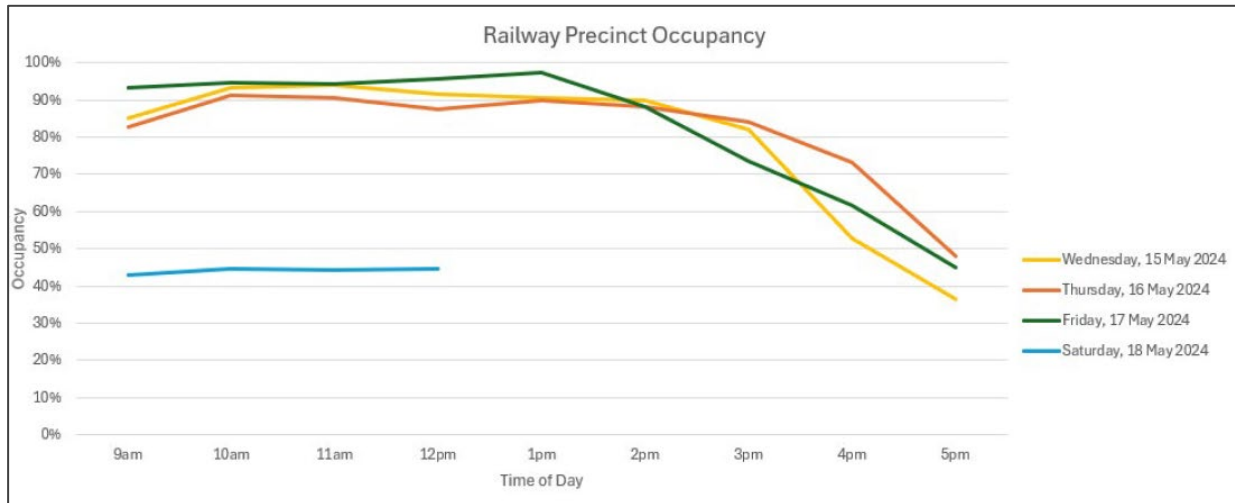
Source: Traffic Group, 2024.

Figure 2.4 Car Parking Occupancy Maps, Weekday & Saturday Peaks - CBD Precinct



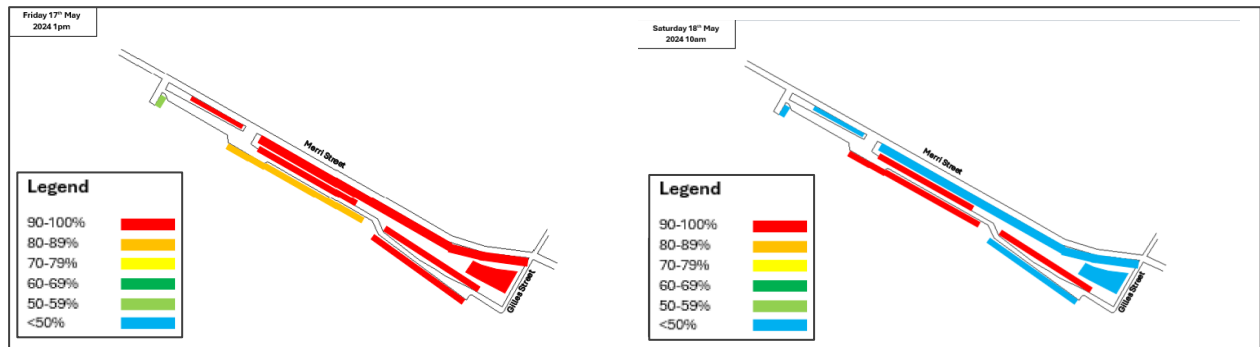
Source: Traffic Group, 2024.

Figure 2.5 Car Parking Occupancy by Time of Day - Railway Precinct



Source: Traffic Group, 2024.

Figure 2.6 Car Parking Occupancy Maps, Weekday and Saturday Peaks - Railway Precinct



Source: Traffic Group, 2024.

Figure 2.7 Car Parking Occupancy by Time of Day - Hospital Precinct



Source: Traffic Group, 2024.

Figure 2.8 Car Parking Occupancy Maps, Weekday and Saturday Peaks - Hospital Precinct



Source: Traffic Group, 2024.

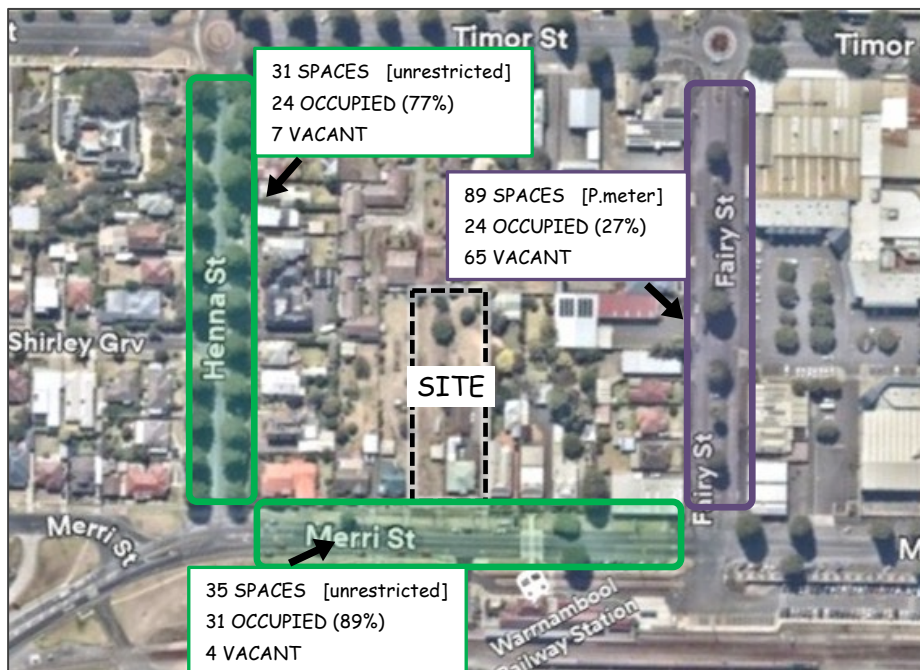
Some of the key findings of the Parking Strategy surveys that relate specifically to nearby facilities were as follows:

- Parking in the CBD is generally sufficient to meet current demands.
- There is a very high demand for on-street unrestricted parking.
- There is a lack of parking available within the hospital precinct for residents and their visitors.
- The railway carpark is at capacity.
- There is anecdotal evidence that some TAFE staff and students are parking in spaces intended for railway commuters.
- The above relates mainly to peak weekday demands, whereas Saturday demands are significantly lower.

Parking Supply and Demands - ESR Observations

ESR Transport Planning surveyed parking demands on Friday 20/06/25 at 12:30pm with results shown in the figure below.

Figure 2.9 Car Parking Supply and Demand Survey, Friday 20/06/25, 12:30pm



Key findings:

- Unrestricted parking along Merri Street and Henna Street were mostly occupied, with 11 spaces remaining vacant.
- Meter parking along Fairy Street was mostly vacant.

2.4 Public Transport, Walking & Riding

The site is surrounded by high quality sustainable transport facilities.

Warrnambool Railway Station is located to the opposite side of Merri Street.

Bus routes 1 (Warrnambool to Dennington), 5 (Lake Pertobe Loop), and 6 (Warrnambool to Merrivale) operate along Merri Street stopping alongside Warrnambool Railway Station.

Footpaths are provided along nearby roadways. A raised pedestrian crossing of Merri Street is provided approximately 20m southeast of the site.

On-road bicycle lanes are provided on Merri Street and Fairy Street.

2.5 Accident History

A review of road accidents in the site's vicinity has been undertaken using the Department of Transport and Planning's Road Crash database¹ which includes accidents reported to police which resulted in personal injury. The review investigated Merri Street (Wellington Street to Kepler Street) for the last available 5 year period (01/11/20-31/10/25). In that time, 1 accident has been recorded, a leaving parking collision between passenger vehicles, clear evening conditions, with other (non-serious) injury severity. These accident records do not provide compelling evidence of atypical safety deficiencies along Merri Street nearby.

¹ Source: Transport Victoria Open Data Portal, Victoria Road Crash Data.

3 PROPOSED DEVELOPMENT

The proposed development involves demolition of existing buildings and construction of buildings that will establish apartment/townhouse style retirement village accommodation.

A total of 36 dwellings will be provided, 18 one-bedroom and 18 two-bedroom, within 3 three-storey buildings.

A single storey building at the front of the site will provide communal resident facilities including a common room with kitchen, amenities and mobility scooter storeroom.

A carpark is to be provided towards the front of the site containing a total of 14 spaces, including 1 disabled space. This will be a shared carpark for residents. A new driveway crossover to Merri Street will be constructed, and existing crossovers will be redundant. These crossover modifications result in no net change to on-street space provision (1 removed by proposed crossover, 1 gained by reinstating kerb at existing crossovers).

The facility will be managed by Heatherlie Homes, a provider of independent living units for seniors and those with special circumstances from Warrnambool and surrounding districts. Heatherlie Homes have existing facilities within Koroit Street and Henna Street.

Waste collection is expected to be via private contractor collecting on-site.

4 CAR PARKING ASSESSMENT

4.1 Planning Scheme Standard Provision Requirements

Clause 52.06 (Car Parking) of the Warrnambool Planning Scheme sets out planning controls with respect to car parking, and Table 1 to Clause 52.06-5 specifies parking provision rates for various land uses.

If a car parking requirement is not specified in the Table or elsewhere in the Planning Scheme, Clause 52.06 states that car parking spaces must be provided to the satisfaction of the responsible authority.

The Planning Scheme also states that the standard provision can be reduced or fully waived.

The standard parking provision rate for a retirement village in this Category 1 location is 1.2 spaces per dwelling. This equates to a requirement for the provision of 43 spaces as part of the proposed development. A reduction in this standard provision requirement is being sought.

Where a proposal seeks to reduce or waive the standard parking provision requirement, the Planning Scheme lists the following decision guidelines for consideration when making such an assessment:

- A Car Parking Demand Assessment.
- Any relevant local planning policy or incorporated plan.
- The availability of alternative car parking in the locality of the land, including:
 - Efficiencies gained from the consolidation of shared car parking spaces.
 - Public car parks intended to serve the land.
 - On street parking in non residential zones.
 - Streets in residential zones specifically managed for non-residential parking.
- On street parking in residential zones in the locality of the land that is intended to be for residential use.
- The practicality of providing car parking on the site, particularly for lots of less than 300 square metres.
- Any adverse economic impact a shortfall of parking may have on the economic viability of any nearby activity centre.
- The future growth and development of any nearby activity centre.
- Any car parking deficiency associated with the existing use of the land.
- Any credit that should be allowed for car parking spaces provided on common land or by a Special Charge Scheme or cash-in-lieu payment.
- Local traffic management in the locality of the land.
- The impact of fewer car parking spaces on local amenity, including pedestrian amenity and the amenity of nearby residential areas.
- The need to create safe, functional and attractive parking areas.
- Access to or provision of alternative transport modes to and from the land.
- The equity of reducing the car parking requirement having regard to any historic contributions by existing businesses.

- The character of the surrounding area and whether reducing the car parking provision would result in a quality/positive urban design outcome.
- Any other matter specified in a schedule to the Parking Overlay.
- Any other relevant consideration.

Of the above considerations, the decision guidelines considered most relevant to the proposed development are discussed in the following sections.

4.2 Car Parking Demand Assessment

A Car Parking Demand Assessment assesses the demands likely to be generated by the proposed use. It takes into consideration alternative transport modes, empirical parking data and other relevant considerations.

Empirical Data

Guidance on the traffic and car parking generating characteristics of the proposed development is provided by data and research reports published by Transport NSW and ITE 2019. These sources include research of community housing and seniors living developments. ABS Census data for car ownership of Victorian 1-bedroom dwellings has also been considered. A summary of the relevant data is set out in the table below.

Table 4.1 Summary of Peak Parking Demand and Car Ownership Data

VALUE	MEASURE	DESCRIPTION
0.2, 0.0-0.4 0.45, 0.2-0.75	average, range average, range	Transport NSW, peak parking demand rate per room of 11 boarding houses / community housing developments: - 8 metropolitan Sydney sites - 3 regional localities
0.8, 0.6-1.0	average, range	Transport NSW, car ownership rates for 4 sites of independent seniors living developments in regional localities
0.5, 0.46-1.0 1.0, 0.9-1.1	average, 33-85% average, 33-85%	ITE 2019, peak parking demand rate per dwelling for income tested affordable housing: - dense multi-use urban - general urban/suburban
0.4, 0.35-0.45	average, 33-85%	ITE 2019, peak parking demand rate per dwelling for seniors affordable housing, general urban/suburban
0.6, 0.5-0.7	average, 33-85%	ITE 2019, peak parking demand rate per dwelling for senior independent living apartments, general urban/suburban
0.71 0.87	average average	ABS 2021 Census, number of motor vehicles per 1-bedroom dwelling: - Victorian major urban localities (Melbourne) - Victorian other urban localities

% = Percentile

Existing Heatherlie Homes Data

Heatherlie Homes currently operate as local housing providers, they have sites at 103-111 Koroit Street and 66 Henna Street. Details of car parking rates currently experienced at these sites are as follows:

- Koroit Street – 73 dwellings, 39 resident spaces provided (35 in garages + 4 reserved within adjoining Crammond Dickson public carpark). All resident spaces allocated with an additional 4 residents in possession of a Council Resident Parking Permit. Total of 43 resident cars, equating to 0.59 spaces per dwelling.
- Henna Street – 11 dwellings, 6 resident spaces provided. All resident spaces allocated with an additional 1 resident on a wait list. Total of 7 resident cars, equating to 0.63 spaces per dwelling.

Heatherlie Homes caters for retirees 55 and over and some people with exceptional circumstances (e.g. financial hardship or mild intellectual disabilities). The average age of current residents is 81. Many seek this type of accommodation when having difficulty looking after a larger home and to be centrally located when no longer driving. Car ownership rates reflect these circumstances.

Anticipated Development Peak Demands

Having considered all of the above, it is considered reasonable to expect that future residents of the proposed development will generate peak parking demands in the order of 0.5-0.7 spaces per dwelling, equating to 18-25 spaces. These demands would exceed the proposed on-site supply by 4-11 spaces.

4.3 Availability of Parking in the Locality

As noted in Section 2.3, car parking in the vicinity has different management controls, and these greatly influence parking availability. Where free all day parking is supplied, these areas experience very high parking demands, with very few vacant spaces remaining during the weekday daytime peak. Where parking is managed with a fee or time limit restrictions, these areas experience moderate to low demands during the weekday daytime peak.

During night time and on weekends, nearby parking demands are generally low and abundant vacant spaces can be expected nearby. It is noted that residential parking generally peaks during the nighttime and is lower during the daytime.

Along the 3 nearest roadways bordering the city block containing the site, a total of 155 spaces are provided, of which 66 are unrestricted.

4.4 On-Street Parking In Residential Zones

The site is on the fringe of Warrnambool's city centre within a General Residential Zone that extends west of the site.

A shortfall of site parking provision can be expected to lead to increased parking within nearby streets. Just as any increase in CBD parking activity could also lead to increased demands. It is anticipated that the proposed development would generate additional demands exceeding on-site supply of approximately 4-11 spaces at peak times. This would be a relatively minor change in the context of the thousands of spaces within the city centre.

It is noted that the Warrnambool City Council does provide a residential parking permit scheme as part of its management of CBD parking.

4.5 Safe, Functional and Attractive Car Parking

The proposed on-site carpark has a layout to maximise space provision within the area allocated, whilst at the same time ensuring the carpark provides safe, functional and attractive outcomes.

It is noted that design outcomes of the development may be assessed against objectives relating to urban design, housing affordability, car parking adequacy, and numerous other matters that can all compete for space. In this context, the provision of an on-site carpark that has an oversupply can be considered a poor urban design outcome.

4.6 Access to Alternative Transport Modes

Within the Warrnambool Planning Scheme, there are various policies, strategies and objectives encouraging the following:

- Reduced reliance on private motor vehicles.
- Promotion of sustainable transport.
- Efficient car parking through the consolidation of facilities and their shared use.
- Concentrating higher intensity development within activity zones leading to sustainable transport outcomes.

The proposed development is very proximate to the city centre, service retail, healthcare providers, and high quality walking facilities. It is in an ideal location to facilitate sustainable transport choices as opposed to reliance on private motor vehicles.

4.7 Character of Surrounding Area

The site is on the fringe of Warrnambool's city centre. It is noted that within the CBD and surrounds, many land uses rely heavily on on-street parking facilities to cater for much of their parking needs.

4.8 Activity Centre Parking Management

Shared Car Parking

Different land uses generate different levels of parking activity at different times. Rather than different car parks for each individual use, which is likely to be an inefficient use of space, sites and precincts are typically designed with carparks for shared use.

VCAT Precedence

The Victorian Civil and Administrative Tribunal (VCAT) has considered many cases regarding developments that are likely to increase car parking demands within an already busy activity centre. The Tribunal has provided direction on these matters and cites a 'centre based' approach to car parking, described as follows:

The basic approach in these decisions is that in important activity centres car parking considerations should not be determinative, instead the land use mix in a centre should arise from a combination of strategic planning and economic forces at work in the centre. Car parking issues have a part to play in this but should not dominate. At the level of the individual site where there is a change in circumstances, car parking shortfalls should be waived if it is consistent with the

strategic plan for the centre, firstly because the most equitable solution is to deal with car parking on a centre wide basis, and secondly because even in saturated car parking conditions, a balance will occur between the level of activity and the car parking supply.

The 'centre based' approach responds to the fact that a municipality can cater for parking in centralised shared facilities, which is far more efficient than individual sites with small inefficient layouts of unshared parking.

Council Strategies

Council strategies and projects are in place to increase CBD parking provision and manage parking into the future as growth and change occurs.

4.9 Assessment Outcomes

The proposed development will likely rely on some nearby parking facilities to partly accommodate peak demands generated by its use. The quantum of expected public parking impact is relatively minor to area wide parking operations, given the vast quantity of parking supply and demands in the precinct.

There are several grounds supporting a reduction of standard car parking requirements. These include empirical evidence of the car ownership rates of residents, the availability of nearby parking, together with case guidance indicating a 'centre based' approach should apply where car parking considerations should not be determinative.

Car parking impacts of permit applications are one aspect the Responsible Authority must consider. This report provides discussion around a range important considerations with respect to car parking waivers and it is expected that the Responsible Authority must weigh up potential car parking impacts with positive outcomes generated by the proposal.

5 DESIGN REVIEW

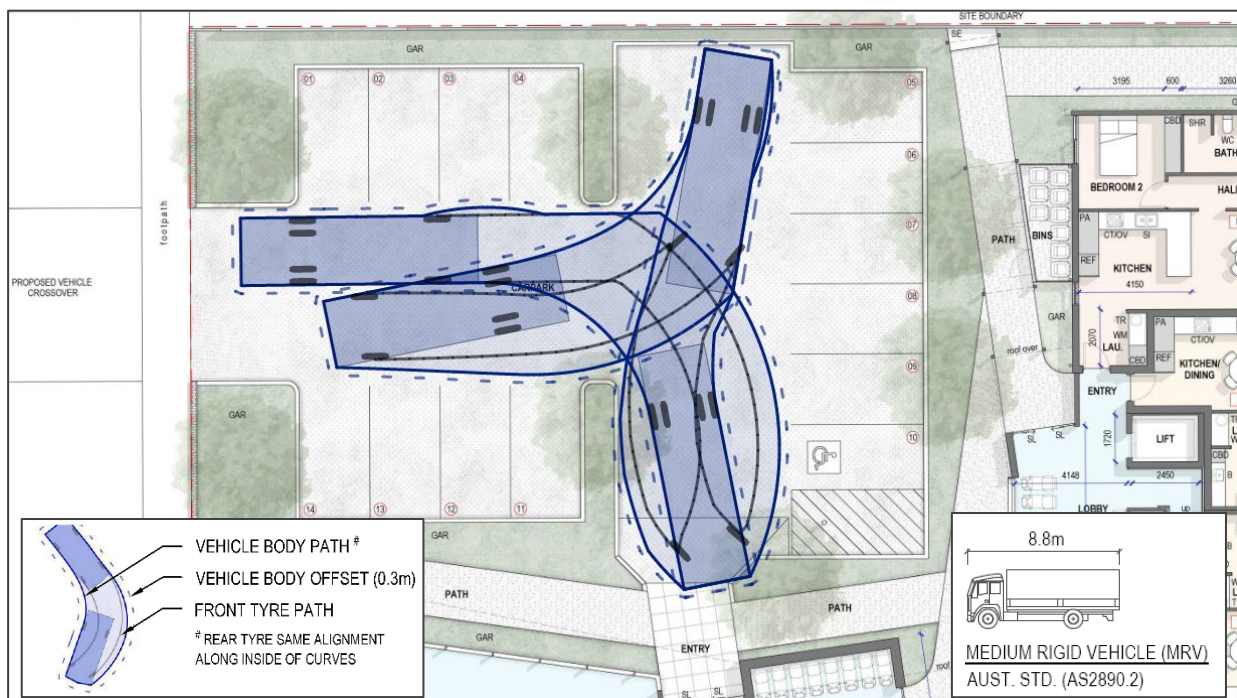
An assessment of the design merit of proposed transport infrastructure² has been undertaken with reference to the Warrnambool Planning Scheme, the Australian Standard for Parking Facilities (AS2890) and the results of vehicle swept path simulations.

It is noted that ESR Transport Planning has reviewed and provided design input for previous versions of development drawings.

The following are key outcomes of our assessment:

- The carpark design is a common layout which can be entered and exited in a forwards direction and all spaces can be conveniently accessed.
- Proposed space, aisle and accessway dimensions are consistent with Clause 52.06-9 of the Planning Scheme, and the Australian Standard for Parking Facilities (AS2890.6) for disabled spaces.
- A corner splay to provide a clear view of pedestrians where the accessway exit crosses the footpath will be available (2.0mx2.5m, Clause 52.06-9 and AS2890.1). This area is designed as landscaping which should be kept to less than 0.9m in height.
- Swept path analysis has been undertaken to confirm a design vehicle, representative of waste collection and fire trucks, can utilise the accessways and parking aisles to turn-around, facilitating site entry and exit in a forwards direction. Refer figure below.

Figure 5.1 Swept Path Diagram, Waste Vehicle Turn-Around



Given all of the above, the proposed transport infrastructure is expected to facilitate safe and efficient operational outcomes.

² The design review considers spatial layout matters. Noting that should the proposal progress past the planning permit stage, more detailed infrastructure specifications would be defined during future design and approvals processes.

6 TRAFFIC IMPACTS

The volume of traffic generated by the site's proposed use will be relatively low, not significantly different from traffic activity associated with the site's previous use, and extremely low in comparison to traffic activity in the local precinct.

The proposed vehicle crossing to Merri Street adopts a standard layout and has been located towards the northwest part of the site's frontage for reasons including maximising separation from nearby roadway conflict points (e.g. pedestrian crossing).

Accordingly, site generated traffic is expected to be absorbed onto the surrounding road network without significant impact to current operational performance.

7 CONCLUSIONS

The following conclusions have been made within this report:

1. The proposed development includes a carpark with 14 spaces for residents.
2. Future residents of the proposed development will generate peak parking demands in the order of 18-25 spaces. Therefore, there will be some reliance on the utilisation of nearby public parking facilities.
3. There are several grounds supporting the reduced parking provision including empirical car ownership rates and the availability of nearby parking, together with case guidance indicating a 'centre based' approach should apply where car parking considerations should not be determinative.
4. It is expected that the Responsible Authority must weigh up potential car parking impacts with positive outcomes generated by the proposal.
5. Proposed transport infrastructure is expected to facilitate safe and efficient operational outcomes.
6. Site traffic is expected to be absorbed onto the surrounding road network without significant impact to current operational performance.

**REGISTER SEARCH STATEMENT (Title Search) Transfer of
Land Act 1958**

Page 1 of 1

VOLUME 06239 FOLIO 663

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LAND DESCRIPTION

Lots 1 and 2 on Title Plan 696322D (formerly known as part of Crown Allotment 17 Section 2 CITY OF WARRNAMBOOL, part of Crown Allotment 18 Section 2 CITY OF WARRNAMBOOL Parish of Wangoom).

PARENT TITLES :

Volume 00323 Folio 456 Volume 00565 Folio 943

Created by instrument 1706358 01/10/1938

REGISTERED PROPRIETOR

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

-----END OF REGISTER SEARCH STATEMENT-----

Additional information: (not part of the Register Search Statement)

ADMINISTRATIVE NOTICES

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Description of Land / Easement Information			THIS PLAN HAS BEEN PREPARED FOR THE LAND REGISTRY, LAND VICTORIA, FOR TITLE DIAGRAM PURPOSES AS PART OF THE LAND TITLES AUTOMATION PROJECT COMPILED: 22/11/2000 VERIFIED: AK								
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Page 1 of 1

VOLUME 04769 FOLIO 797

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LAND DESCRIPTION

Lots 1 and 2 on Title Plan 692206C (formerly known as part of Crown Allotment 16 Section 2 CITY OF WARRNAMBOOL, part of Crown Allotment 17 Section 2 CITY OF WARRNAMBOOL Parish of Wangoom).

PARENT TITLES :

Volume 00130 Folio 975 Volume 00323 Folio 456
Created by instrument 1128240 19/09/1923

REGISTERED PROPRIETOR

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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Additional information: (not part of the Register Search Statement)

ADMINISTRATIVE NOTICES

NIL

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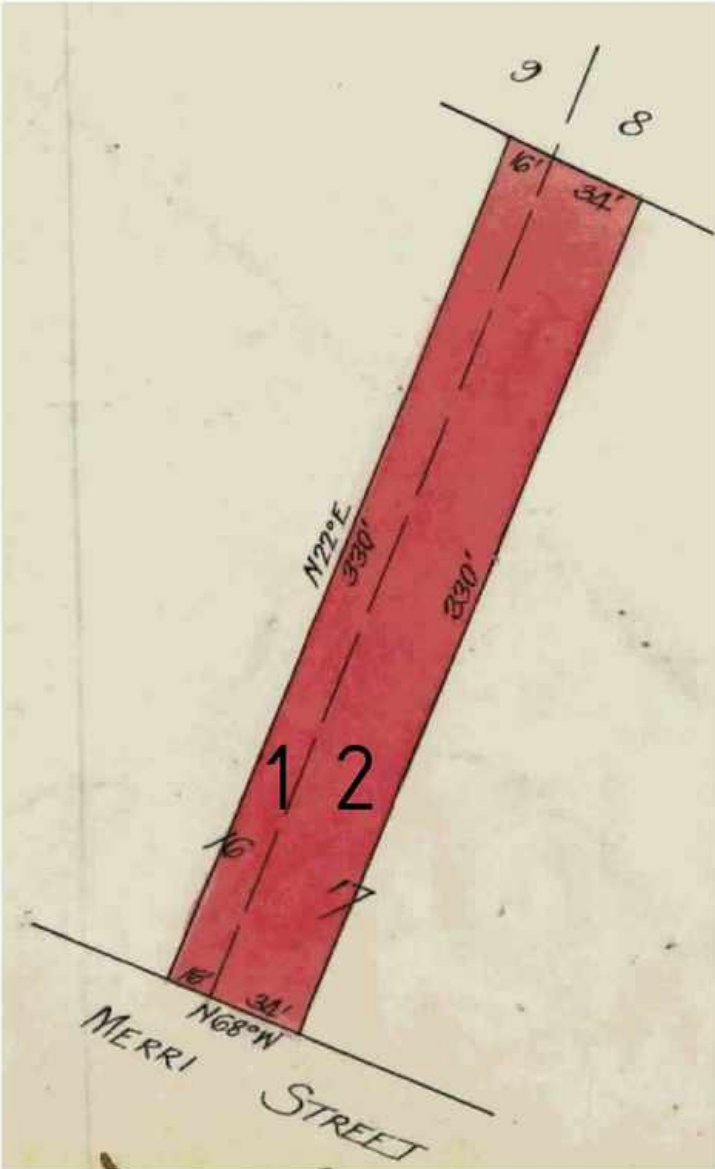
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