

Prior to the commencement of the meeting, the Mayor will make the following declaration:

“I acknowledge the Tasmanian Aboriginal Community as the traditional custodians of the land on which we meet today, and pay respect to elders, past and present”.

The Mayor also to advise the Meeting and members of the public that Council Meetings, not including Closed Meeting, are audio-visually recorded and published to Council’s website.

CLARENCE CITY COUNCIL (PLANNING AUTHORITY) MEETING**MONDAY 21 NOVEMBER 2016****TABLE OF CONTENTS**

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BUSINESS TO BE CONDUCTED AT THIS MEETING IS TO BE CONDUCTED IN THE ORDER IN WHICH IT IS SET OUT IN THIS AGENDA UNLESS THE COUNCIL BY ABSOLUTE MAJORITY DETERMINES OTHERWISE

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1. APOLOGIES

Nil.

2. DECLARATIONS OF INTERESTS OF ALDERMAN OR CLOSE ASSOCIATE

(File No 10-03-09)

In accordance with Regulation 8 of the Local Government (Meeting Procedures) Regulations 2015 and Council's adopted Code of Conduct, the Mayor requests Aldermen to indicate whether they have, or are likely to have a pecuniary interest (any pecuniary benefits or pecuniary detriment) or conflict of interest in any item on the Agenda.

3. REPORTS OF OFFICERS

NB: Requests for Deputations will be finalised on the Friday prior to the Meeting

3.1 DEVELOPMENT APPLICATION D-2016/417 - 30 PASS ROAD, HOWRAH - NEIGHBOURHOOD SHOPPING CENTRE
(File No D-2016/417)**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for a Neighbourhood Shopping Centre at 30 Pass Road, Howrah.

RELATION TO PLANNING PROVISIONS

The land is zoned General Business and subject to the Road and Railway Assets, Signs, Hotel Industries, Parking and Access, Stormwater Management and Public Art Codes under the Clarence Interim Planning Scheme 2015 (the Scheme). The site is also covered by the Glebe Hill Neighbourhood Centre Specific Area Plan. In accordance with the Scheme the proposal is a Discretionary development.

LEGISLATIVE REQUIREMENTS

The report on this item details the basis and reasons for the recommendation. Any alternative decision by Council will require a full statement of reasons in order to maintain the integrity of the Planning approval process and to comply with the requirements of the Judicial Review Act and the Local Government (Meeting Procedures) Regulations 2015.

Council is required to exercise a discretion within the statutory 42 day period which has been extended with the written agreement of the applicant to expire on 23 November 2016.

CONSULTATION

The proposal was advertised in accordance with statutory requirements and 5 representations were received raising the following issues:

- privacy;
- hours of operation, noise and devaluation;
- security and risk of gathering of young people;
- siting, landscaping and visual impact;
- access;
- public transport link;
- failure of Council to plan for commercial investment; and
- purpose of Specific Area Plan.

RECOMMENDATION:

A. That the Development Application for a Neighbourhood Shopping Centre at 30 Pass Road, Howrah (CI Ref D-2016/417) be approved subject to the following conditions and advice.

1. GEN AP1 – ENDORSED PLANS.

2. GEN AP3 – AMENDED PLANS [the “Shopping Centre Entry Sign” located at the intersection of the South Arm Highway and the slip road reduced in height to not exceed 8.5m above natural ground level and a lease sign also in the same location to be reduced to 4m x 6m per face and for each face to be not greater than 2.5m above natural ground level].
3. None of the uses hereby approved may commence until all of the access roads relied upon (which includes the slip road from the South Arm Highway) are constructed and operational to the satisfaction of Council’s Group Manager Asset Management.
4. Three hundred car parking spaces, 12 motorbike spaces and 24 bicycle spaces must be provided on-site prior to the commencement of any of the uses hereby approved. Each space, including disabled parking, must be clearly marked and solely used for parking purposes. The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with Section 2 “Design of Parking Modules, Circulation Roadways and Ramps” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking.
5. The temporary leasing signage at the intersection of the South Arm Highway and the slip road must be dismantled and removed from the site no later than 2 years from the date of this permit.
6. The signage hereby approved must not be illuminated without the further consent of Council as required.
7. GEN S2 – SIGN LOCATION.
8. GEN S6 – SIGN CONTEXT.
9. GEN S7 – MAINTENANCE.
10. With the exception of the approved supermarket, trading hours for the centre must be within the following hours:
 - Monday – Saturday 6.00am - 10.00pm;
 - Sundays and Public Holidays 7.00am – 9.00pm.
11. All loading and unloading and garbage removal to or from the site must be within the hours of:
 - (a) 6.00am to 10.00pm Mondays to Saturdays inclusive;
 - (b) 7.00am to 9.00pm Sundays and Public Holidays.
12. GEN AM1 – CONSTRUCTION HOURS.

13. A plan for the management of construction must be submitted and approved by Council's Group Manager Asset Management prior to the issue of a Building or Plumbing Permit. The plan must outline the proposed demolition and construction practices in relation to:
 - proposed hours of work (including volume and timing of heavy vehicles entering and leaving the site, and works undertaken on-site);
 - proposed hours of construction;
 - identification of potentially noisy construction phases, such as operation of rock-breakers, explosives or pile drivers, and proposed means to minimise impact on the amenity of neighbouring buildings;
 - spread of pathogens which may include noxious weeds such as Texas needle grass;
 - control of dust and emissions during working hours;
 - construction parking;
 - proposed screening of the site and vehicular access points during work; and
 - procedures for washing down vehicles, to prevent soil and debris being carried onto the street.
14. All external lighting (excepting security lighting) within 50m of the General Residential zone (as shown on the approved Ground Floor Plan) must be turned off between the hours of 11.00pm and 6.00am and all lighting must be baffled to ensure emission of light outside the site will not occur.
15. Noise emissions measured at the boundary of a residential zone must not exceed the following:
 - (a) 55dB(A) (LAeq) between the hours of 7.00am to 7.00pm;
 - (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 7.00pm to 7.00am;
 - (c) 65dB(A) (LAm_{ax}) at any time.

Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness. Noise levels are to be averaged over a 15 minute time interval.

Within 60 days after the supermarket use has commenced, a report from a suitably qualified acoustic engineer must be submitted in a form acceptable to Council's Senior Environmental Health Officer. Should the above parameters be exceeded, suitable mitigation and/or management measures must be undertaken within an agreed timeframe to the satisfaction of Council's Senior Environmental Health Officer.

16. A detailed landscape plan must be submitted to and approved by Council's Manager City Planning prior to the issue of a Building Permit. The plan must be to a standard scale, provide the designers contact details and be legible when reproduced at A3.

The landscape plan must clearly document the following:

- a north point;
- existing property information such as building footprints, boundary lines, outdoor structures, garden beds and fences;
- existing contours, relevant finished floor levels and any proposed rearrangement to ground levels;
- existing trees identified as to be retained or removed;
- areas of proposed landscape hard work treatments such as driveways, paths, buildings, car parking, retaining walls, edging and fencing;
- areas of proposed landscape soft work treatments including garden beds and lawns;
- proposed planting design with locations of individual plants at intended spacing and clearly identified species (use of symbols with a legend or direct labelling of plants preferred);
- a table listing selected species botanical names, mature height, mature width, pot size and total quantities;
- details of proposed irrigation system;
- details of proposed drainage system;
- estimate of cost for the installation of landscape works.

All landscaping works must be completed and signed off by Council's Manager City Planning prior to the commencement of the use.

In addition to the general requirements, the landscaping proposal must provide specific details of the continuous avenue of trees and screen plantings between the South Arm Highway and the development. Specifically, it must be demonstrated that proposed species are appropriate given the relatively small width of setback between the spoon drain and retaining wall and that genuine screening of the roof expanse is provided by specimens of suitable maturity.

Installed landscape works (soft and hard) will be inspected for adherence to the approved landscape plan and for quality of workmanship. In order for a landscape bond to be released the works must be deemed satisfactory by Council's Landscape Design Officer.

All landscape works must be maintained:

- in perpetuity by the existing and future owners/occupiers of the property;
- in a healthy state; and
- in accordance with the approved landscape plan.

If any of the vegetation comprising the landscaping dies or is removed, it is to be replaced with vegetation of the same species and to the greatest extent practicable, the same maturity as the vegetation which died or which was removed.

17. LAND 3 - LANDSCAPE BOND (COMMERCIAL).
18. Public art works valued not less than \$15,000 must be provided in a form and location in accordance with Council's documented guidelines, procedure and criteria to the satisfaction of Council's Manager City Planning. The form and location must be agreed prior to the issue of a Building Permit and installation of the art works must occur prior to the commencement of any uses hereby approved.
19. ENG A1 – NEW CROSSOVER [TSD-R09 (urban)].
20. ENG A5 – SEALED CAR PARKING.
21. ENG S1 – INFRASTRUCTURE REPAIR.
22. ENG M1 – DESIGNS DA.
23. ENG M5 – EROSION CONTROL.
24. All stormwater run-off from impervious surfaces within the site must be treated and discharged from site using Water Sensitive Urban Design principles to achieve stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010. Detailed engineering designs accompanied with a report on all stormwater design parameters and assumptions (or the MUSIC model) must be submitted to Council's Group Manager Asset Management for approval prior to the issue of a building or plumbing permit. This report is to include the maintenance management regime/replacement requirements for the treatment facility.

Prior to commencement of use or the issuing of a completion certificate, a Part 5 Agreement is to be included on the sealed plan. This Part 5 Agreement is to incorporate the Maintenance Management Schedule/Regime obligations for the stormwater treatment facility and a requirement to report to Council on an annual basis confirming that all maintenance requirements for the facility have been met.
25. The development must meet all required Conditions of Approval specified by TasWater notice dated 14 October 2016 (TWDA 2016/01464-CCC).

- 26. ADVICE 5 – FOOD SPECIFICATIONS ADVICE.
- 27. ADVICE 6 – FOOD REGISTRATION ADVICE
- B. That the details and conclusions included in the Associated Report be recorded as the reasons for Council’s decision in respect of this matter.

ASSOCIATED REPORT

1. BACKGROUND

The application site has an extensive planning history, however, the following information is considered relevant to the development application.

Amendment A-2013/3 was approved by the Tasmanian Planning Commission (TPC) on 4 February 2014, for modification to the provisions of the Site Development Plan DPO 5 under the Clarence Planning Scheme 2007, undertaken in response to a modification of the road alignment for the Pass Road and South Arm Highway Bypass and the simplification of the controls associated with Glebe Hill Estate.

In response to the previous TPC decision and following a review and update of the Clarence Activity Strategy, the lot the subject of this application was identified for future commercial development. Accordingly, the commercial zoning and Glebe Hill Neighbourhood Centre Specific Area Plan (SAP) was inserted as part of the Clarence Interim Planning Scheme 2015.

A 6 lot commercial subdivision SD-2016/12 was approved on 24 May 2016 and when sealed, will create the corner lot which is the subject of this application.

Modifications to the SAP were approved by the TPC and Minister through an Urgent amendment process. The relevant effect of the modification is to allow for more flexibility for the types of supporting uses to the supermarket (primarily food services), staging and floor areas.

2. STATUTORY IMPLICATIONS

- 2.1.** The land is zoned General Business and subject to the Road and Railway Assets, Signs, Hotel Industries, Parking and Access, Stormwater Management and Public Art Codes under the Scheme. The site is also covered by the Glebe Hill Neighbourhood Centre Specific Area Plan.
- 2.2.** The proposal is discretionary because it does not meet the Acceptable Solutions under the Scheme. Some of the component uses are also discretionary, specifically General Retail and Hire (GFA >3,500m²), Business and Professional Services and Hotel Industry.
- 2.3.** The relevant parts of the Planning Scheme are:
- Section 8.10 – Determining Applications;
 - Section 10 – General Business Zone;
 - Section E6.0 – Road and Railway Assets, Signs, Hotel Industries, Parking and Access, Stormwater Management and Public Art Codes; and
 - Section F13.0 – Glebe Hill Neighbourhood Specific Area Plan.
- 2.4.** Council's assessment of this proposal should also consider the issues raised in any representations received, the outcomes of the State Policies and the objectives of Schedule 1 of the Land Use Planning and Approvals Act, 1993 (LUPAA).

3. PROPOSAL IN DETAIL

3.1. The Site

The site is part of Certificate of Title 167648/802, the subdivision of which was approved by Council on 23 May 2016. The proposed development relates to Lot 700 of the approved subdivision, which will have an area of 2.35ha with frontage to both South Arm Highway and Pass Road.

The land slopes gradually down from the south to the north-eastern corner of the site, is clear of significant vegetation and is fully serviced.

3.2. The Proposal

The proposal is for a neighbourhood shopping centre (described by the applicant as Glebe Hill Village), parking, landscape planting, loading areas and signage at 30 Pass Road, Howrah. The proposal comprises:

- Supermarket (General Retail and Hire) - 3,545m² (excludes plant located on a mezzanine floor/roof space);
- Retail outlets (General Retail and Hire) – 980m²;
- Food outlets (Food Services) – 835m²;
- Bottle Shop (Hotel Industry) – 161m²;
- Bank (Business and Professional Services) – 176m²; and
- Mall circulation, inclusive of kiosks and amenities/storage areas (General Retail and Hire) – 1047m².

Hours of Operation for Coles

The supermarket is likely to trade from 6.00am to 12.00 midnight; however, the operator (Coles) seeks approval to potentially trade 24 hours a day should customer trading patterns and trends change in the future. This will also enable the operator to respond to local customer demand and/or local events and festivals that may bring extra people into the local precinct. The operator seeks 24-hour access to its store to facilitate store operations such as cleaning and fresh food preparation. Staff will enter and exit via a staff door located near the loading dock. Proposed delivery times are proposed between 6.00am – 10.00pm Monday to Saturday and 7.00am to 9.00pm Sunday and Public Holidays. The frequency of deliveries are proposed to be; large trucks (19m semi-trailer) - approximately 2-4 deliveries a day; smaller vehicles (up to 10m) - approximately 8-10 deliveries a day.

Hours of Operation for all other Proposed Uses

For all other proposed uses, trading times are proposed in accordance with the acceptable solution under the Scheme as follows: 6.00am – 10.00pm Monday – Saturday; and 7.00am – 9.00pm Sundays and Public Holidays.

Parking

A Traffic Impact Assessment prepared by Midson Traffic Pty Ltd and dated September 2016 has been lodged in support of the development. The report supports the development on traffic grounds and notes the following parking provision:

- 300 parking spaces are provided (of which 6 spaces are provided for persons with a disability);
- 12 motorcycle parking spaces are provided;
- 24 bicycle parking spaces are provided (12 staff and 12 customers).

A Planning Assessment has been prepared by GHD which together with the proposal plans satisfies the Scheme requirement for an urban design context report.

4. PLANNING ASSESSMENT**4.1. Determining Applications [Section 8.10]**

“8.10.1 In determining an application for any permit the planning authority must, in addition to the matters required by s51(2) of the Act, take into consideration:

- (a) all applicable standards and requirements in this planning scheme; and*
- (b) any representations received pursuant to and in conformity with ss57(5) of the Act;*
but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised”.

Reference to these principles is contained in the discussion below.

4.2. Planning Context

Although the site is zoned General Business it is also subject to the Glebe Hill Neighbourhood Centre Specific Area Plan (SAP). The SAP sets out more detailed planning provisions for use or development in this area and where there is a conflict between a provision in the SAP and a provision in a zone or a code, the SAP provision prevails.

An assessment against the Performance Criteria of the SAP, where the Acceptable Solution is not met, is contained in Section 4.3 (below), however, it should be noted that the SAP contains a separate table of use which provides additional provisions to those of the underlying zone.

The site is located in Precinct 1 where there is a qualification of the Permitted General Retail and Hire use. Specifically:

- (a) a single supermarket with a maximum gross floor area of 3500m²; and
- (b) supporting retail and hire with a combined maximum gross floor area of 1810m².

The proposed supermarket has a maximum gross floor area of 3545m² which represents an increase of just over 1% meaning that this component becomes a discretionary use. The proposed “supporting” retail tenancies comprise an area of 980m² (this represents 45% of the total floor area when combined with all the other uses – Food Services, Hotel Industry and Business and professional Services). The Scheme requires that all development is assigned a land use and therefore the mall, amenities and services areas (comprising a gross floor area (GFA) of 1,077m²) must be categorised. As it services a number of supporting uses to the supermarket, it is equitable that the mall area is 45% “supporting retail and hire”, being 485m². Therefore the total “supporting retail and hire” GFA is (980m² + 485m² = 1,465m²), being less than the 1810m² use qualification and therefore a Permitted use. There is no floor area restrictions placed on the other land uses proposed.

The discretionary uses are assessed against the development standards of the SAP and zone (below); however, the supermarket (being subject to a use qualification) deserves some consideration under the applicable purpose statements of the SAP. Specifically (in relation to the use qualification) the purpose of the SAP is to: *“serve the residential development in the Glebe Hill Estate and the adjoining Rokeby/Droughty Point growth corridor”* and *“to provide for Neighbourhood Centre that is of a scale consistent with surrounding residential development”*. Given that the proposed supermarket represents a 1% increase above that Permitted, it is considered that it does not alter the purpose of the SAP and therefore no further strategic justification of the sub use component is necessary.

4.3. Compliance with Zone, Codes and Specific Area Plan

The proposal meets the Scheme’s relevant Acceptable Solutions of the General Business Zone, Glebe Hill Neighbourhood Specific Area Plan, Road and Railway Assets, Signs, Hotel Industries, Parking and Access, Stormwater Management and Public Art Codes with the exception of the following.

General Business Zone

Clause	Standard	Acceptable Solution	Proposed
21.3.1 A1	Hours of Operation	<p>Hours of operation of a use within 50m of a residential zone must be within:</p> <p>(a) 6.00am to 10.00pm Mondays to Saturdays inclusive;</p> <p>(b) 7.00am to 9.00pm Sundays and Public Holidays.</p> <p>except for office and administrative tasks.</p>	<p>Coles proposes to trade from 6.00am – 12.00am but potentially 24 hours a day according to general or specific demand. Additional store operations (cleaning, food preparation etc would be undertaken 24 hours a day).</p> <p>Commercial vehicle deliveries are proposed during 6.00am – 10.00pm Monday - Saturday 7.00am – 9.00pm Sundays and Public Holidays.</p> <p>The rest of the uses are proposed to operate within the times specified in the acceptable solution.</p>

The proposed variation can be supported pursuant to the Performance Criteria P1 of the Clause 21.3.1 for the following reasons.

Performance Criteria	Proposed
Hours of operation of a use within 50m of a residential zone must not have an unreasonable impact upon the residential amenity of land in a Residential zone through commercial vehicle movements, noise or other emissions that are unreasonable in their timing, duration or extent.	With the exception of vehicular ingress and egress and customer car parking, all proposed operations of the centre are over 50m away from a Residential zone (this includes outdoor docking and servicing areas). All commercial vehicle activities associated with deliveries would comply with the acceptable solution. Given the location of the supermarket (below the South Arm Highway) it seems unlikely that any significant amenity nuisance would be created by the proposal.

General Business Zone

Clause	Standard	Acceptable Solution	Proposed
21.4.3 A1	Design	<p>Building design must comply with all of the following:</p> <p>(a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site;</p> <p>(b) for new building or alterations to an existing facade provide windows and door openings at ground floor level in the front façade no less than 40% of the surface area of the ground floor level façade;</p> <p>(c) for new building or alterations to an existing facade ensure any single expanse of blank wall in the ground level front façade and facades facing other public spaces is not greater than 30% of the length of the facade;</p>	<p>Complies</p> <p>The façade to South Arm Highway forms the rear of the store and cannot achieve this solution.</p> <p>The façade to South Arm Highway cannot achieve this solution.</p>

		(d) screen mechanical plant and miscellaneous equipment such as heat pumps, air conditioning units, switchboards, hot water units or similar from view from the street and other public spaces;	Complies
		(e) incorporate roof-top service infrastructure, including service plants and lift structures, within the design of the roof;	Complies (situated on an internal mezzanine floor).
		(f) provide awnings over the public footpath if existing on the site or on adjoining lots;	Not applicable
		(g) not include security shutters over windows or doors with a frontage to a street or public place.	Complies

The proposed variation can be supported pursuant to the Performance Criteria P1 of the Clause 21.4.3 for the following reasons.

Performance Criteria	Proposed
<p>Building design must enhance the streetscape by satisfying all of the following:</p> <p>(a) provide the main access to the building in a way that addresses the street or other public space boundary;</p> <p>(b) provide windows in the front façade in a way that enhances the streetscape and provides for passive surveillance of public spaces;</p> <p>(c) treat large expanses of blank wall in the front façade and facing other public space boundaries with architectural detail or public art so as to contribute positively to the streetscape and public space;</p>	<p>The applicant notes that as 40% glazing at ground floor level of each façade is not considered practical or necessary given that the southern portion of the building predominantly below existing natural ground level and is at the rear of the proposed supermarket.</p> <p>The main entrance is visible from the new public access road and Pass Road. Ample shopfront windows and glazing are proposed within the north façade and within the northern ends of the east and west facades to provide passive surveillance between the centre and the parking area and streets beyond. Security lighting will be provided within the parking area, pathways and any entrainment spaces.</p>

<p>(d) ensure the visual impact of mechanical plant and miscellaneous equipment, such as heat pumps, air conditioning units, switchboards, hot water units or similar, is insignificant when viewed from the street;</p> <p>(e) ensure roof-top service infrastructure, including service plants and lift structures, is screened so as to have insignificant visual impact;</p> <p>(f) not provide awnings over the public footpath only if there is no benefit to the streetscape or pedestrian amenity or if not possible due to physical constraints;</p> <p>(g) only provide shutters where essential for the security of the premises and other alternatives for ensuring security are not feasible;</p> <p>(h) be consistent with any Desired Future Character Statements provided for the area.</p>	
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General Business Zone

Clause	Standard	Acceptable Solution	Proposed
21.4.4 P1	Passive Surveillance	<p>Building design must comply with all of the following:</p> <p>(a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site;</p> <p>(b) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the front façade which amount to no less than 40 % of the surface area of the ground floor level facade;</p>	<p>Complies</p> <p>The façade to South Arm Highway cannot achieve this solution.</p>

		<p>(c) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the façade of any wall which faces a public space or a car park which amount to no less than 30% of the surface area of the ground floor level facade;</p> <p>(d) avoid creating entrapment spaces around the building site, such as concealed alcoves near public spaces;</p> <p>(e) provide external lighting to illuminate car parking areas and pathways;</p> <p>(f) provide well-lit public access at the ground floor level from any external car park.</p>	<p>The façade to South Arm Highway cannot achieve this solution.</p> <p>Complies</p> <p>Complies</p> <p>Complies</p>
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The proposed variation can be supported pursuant to the Performance Criteria P1 of the Clause 21.4.4 for the following reasons.

Performance Criteria	Proposed
<p>Building design must provide for passive surveillance of public spaces by satisfying all of the following:</p> <p>(a) provide the main entrance or entrances to a building so that they are clearly visible from nearby buildings and public spaces;</p> <p>(b) locate windows to adequately overlook the street and adjoining public spaces;</p> <p>(c) incorporate shop front windows and doors for ground floor shops and offices, so that pedestrians can see into the building and vice versa;</p> <p>(d) locate external lighting to illuminate any entrapment spaces around the building site;</p>	<p>The main entrance is visible from the new public access road and Pass Road. Ample shopfront windows and glazing are proposed within the north façade and within the northern ends of the east and west facades to provide passive surveillance between the centre and the parking area and streets beyond. Security lighting will be provided within the parking area, pathways and any entrapment spaces.</p>

(e) provide external lighting to illuminate car parking areas and pathways;	
(f) design and locate public access to provide high visibility for users and provide clear sight lines between the entrance and adjacent properties and public spaces;	
(g) provide for sight lines to other buildings and public spaces.	

Glebe Hill Neighbourhood Centre Specific Area Plan

Clause	Standard	Acceptable Solution	Proposed
F13.7.1 P1	Material and Design	There are no acceptable solutions	Not applicable

The proposed variation can be supported pursuant to the Performance Criteria P1 of the Clause F13.7.1 for the following reason.

Performance Criteria	Proposed
(a) external finishes of buildings (walls, roofing and windows) are to be compatible with existing residential development within the vicinity;	The applicant notes that the design is one which utilises a variety of materials and architectural forms so as to avoid large expanses of blank space and create visual interest and relief.
(b) walls constructed of face brick, rendered masonry or similar, should borrow texture and colours from existing residential development in the vicinity;	Choice in materials include aluminium feature screens, timber look rafters, patterned tilt up concrete panels, carefully chosen areas of face brick and clear glazing to shopfronts and internal spaces along the northern façade.
(c) tilt-up concrete slabs and similar large scale wall construction should include sufficient detail and relief to enable a scale of structure that is compatible with residential development in the vicinity;	The roof design utilises a combination of low pitched gabled and skillion roof forms. When viewed from the adjacent residential area to the north, the roof forms are consistent with the residential development and in line with the provisions above. The variety of roof forms and heights, together with plentiful vegetation screening along the boundaries of the development, provides for visual relief when viewed from neighbouring dwellings and South Arm Highway.
(d) to provide for domestic scale elements within its residential setting, roof form should:	

<p>i. be low pitched gable, hipped, skillion or a combination of such forms; and</p> <p>ii. large expanses of planar roof forms in view from adjacent residential areas must be mitigated through suitable architectural design and building elements, building orientation, and/or landscaping.</p> <p>Roof top infrastructure is to be suitably screened, details of which are to be included on the relevant elevations.</p>	<p>The rooftop infrastructure is screened with an aluminium batten screen and shown on the elevations.</p> <p>The Glebe Hill area consists of new development utilising contemporary design. The proposed contemporary design and choice in materials for the Glebe Hill Village centre is considered compatible with the existing residential development in the vicinity.</p>
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Glebe Hill Neighbourhood Centre Specific Area Plan

Clause	Standard	Acceptable Solution	Proposed
F13.7.2 A1	Siting and Scale	Setback to South Arm Highway/South Arm Highway - All development to be setback a minimum 15m from boundaries to South Arm Highway/South Arm Highway.	The setback to the boundary with South Arm Highway is between 5.8m and 13.6m

The proposed variation can be supported pursuant to the Performance Criteria P1 of the Clause F13.7.2 for the following reason.

Performance Criteria	Proposed
Sufficient space to provide and maintain a continuous avenue of trees and screen plantings between South Arm Highway/South Arm Highway and development.	The applicant has provided conceptual landscaping plans and cross sections to demonstrate compliance with this criterion. It is noted that given the proximity of the proposed planting next to a substantial batter, the presence of a spoon drain and narrow width for planting (down to 5.8m at its narrowest), it is proposed that a more detailed landscaping plan, which includes the identification of appropriate species at an appropriate minimum height, is conditioned as part of any approval.

Glebe Hill Neighbourhood Centre Specific Area Plan

Clause	Standard	Acceptable Solution	Proposed
F13.7.2 A3	Siting and scale	Building Height The maximum height of buildings and signage is: 8.5m.	Does not comply - both Ground Based Panel Signs proposed would be 12.3m in height.

The proposed variation can be supported pursuant to the Performance Criteria P3 of the Clause F13.7.2 for the following reasons.

Performance Criteria	Proposed
Building height must satisfy all of the following: (a) is consistent with the purpose and objectives of this Specific Area Plan;	The proposed signage is consistent with the Purpose of the Specific Area Plan in that it would be a key focus point of advertising for the neighbourhood centre.
(b) is consistent with any Desired Future Character Statements for the area;	Not applicable
(c) is compatible with the scale of adjoining residential development within proximity to the site;	The second of the proposed Ground Based Panel Signs would be located at the western entry to the site, at the intersection of the slip road from South Arm Highway. It is considered that a 12.3m sign of this height would not be compatible with adjoining residential development within proximity of the site, and would therefore be inconsistent with this requirement. On this basis it is considered appropriate to require by condition a reduction in height to 8.5m. The applicant has confirmed that such an approach is acceptable.
(d) does not unreasonably overshadow public spaces; and	There are no public spaces adjacent that would be affected by the proposed signage.
(e) provides for a transition in height between adjoining buildings, where appropriate.	The proposed Ground Based panel sign at the south-eastern corner of the site would provide for a height transition to the proposed main building of the neighbourhood centre, which itself would have a height of 8.5m.

Road and Railways Assets Code

Clause	Standard	Acceptable Solution	Proposed
E5.5.1 A3	Existing road accesses and junctions	The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.	The proposal will exceed 40 vehicle movements per day.

The proposed variation can be supported pursuant to the Performance Criteria P3 of the Clause E5.5.1 for the following reason.

Performance Criteria	Proposed
Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of 60km/h or less, must be safe and not unreasonably impact on the efficiency of the road, having regard to: (a) the increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature and efficiency of the access or the junction; (d) the nature and category of the road; (e) the speed limit and traffic flow of the road; (f) any alternative access to a road; (g) the need for the use; (h) any traffic impact assessment; and (i) any written advice received from the road authority.	<p>The applicant has submitted a Traffic Impact Assessment which concludes:</p> <p><i>“The proposed development is likely to generate a total of 6,409 vehicles per day. The peak traffic generation is likely to be 617 vehicles per hour. The traffic network can absorb this additional traffic volume without any significant loss of efficiency or safety”.</i></p> <p>Council’s Engineers have not raised any concerns in this regard.</p>

Road and Railways Assets Code

Clause	Standard	Acceptable Solution	Proposed
E5.6.2 A2	Road access and junctions	No more than 1 access providing both entry and exit, or 2 accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less.	The proposal has 2 ingress and 2 egress points

The proposed variation can be supported pursuant to the Performance Criteria P2 of the Clause E5.6.2 for the following reason.

Performance Criteria	Proposed
<p>For roads in an area subject to a speed limit of 60km/h or less, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to:</p> <ul style="list-style-type: none"> (a) the nature and frequency of the traffic generated by the use; (b) the nature of the road; (c) the speed limit and traffic flow of the road; (d) any alternative access to a road; (e) the need for the access or junction; (f) any traffic impact assessment; and (g) any written advice received from the road authority. 	<p>The applicant has submitted a Traffic Impact Assessment which observes: <i>“The proposed development is accessed via two accesses. These are located at a roundabout on the south-west corner of the site (access from a slip road from South Arm Highway and Hance Road), and a left-in/left-out access on Hance Road”</i>. The report concludes that <i>“the proposed development is supported on traffic grounds”</i>.</p> <p>Council’s Engineers have not raised any concerns in this regard.</p>

Parking and Access Code

Clause	Standard	Acceptable Solution	Proposed
E6.6.3 P1	Number of Motorcycle Parking Spaces	The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces, except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.	14 required/12 proposed

The proposed variation can be supported pursuant to the Performance Criteria P1 of the Clause E6.6.3 for the following reason.

Performance Criteria	Proposed
<p>The number of on-site motorcycle parking spaces must be sufficient to meet the needs of likely users having regard to all of the following, as appropriate:</p> <ul style="list-style-type: none"> (a) motorcycle parking demand; (b) the availability of on-street and public motorcycle parking in the locality; (c) the availability and likely use of other modes of transport; (d) the availability and suitability of alternative arrangements for motorcycle parking provision. 	<p>The proposal is justified by the Traffic Impact Assessment and there is an oversupply of car parking.</p>

Signs Code

Clause	Standard	Acceptable Solution	Proposed
E17.7.1 A1	Standards for signs	A sign must comply with the standards listed in Table E17.2 and be a permitted sign in Table E17.3.	<p>All proposed signage are permitted sign types within Table E17.3.</p> <p>The proposed Ground Based Panel Signs (described by the plans as Type A) do not comply with the standards of Table E17.3, in that each would have a height of 12.3m above natural ground level, in excess of the 5.0m permitted height.</p> <p>The temporary Real Estate Signs (Type C) would be discretionary as the size exceeds the permitted face size of 2m², and would have 2 faces each of 24m² in area.</p> <p>The Wall Signs proposed would each have an area of 12m², which is in excess of the sign area of 2m² and are also therefore discretionary.</p> <p>The Ground Based Panel Signs (Type B) are compliant with the standards of Table E17.2 and are permitted sign types under Table E17.3.</p>

The proposed variation can be supported pursuant to the Performance Criteria P1 of the Clause E17.7.1 for the following reasons.

Performance Criteria	Proposed
<p>A sign not complying with the standards in Table E17.2 or has discretionary status in Table E17.3 must satisfy all of the following:</p> <p>(a) be integrated into the design of the premises and streetscape so as to be attractive and informative without dominating the building or streetscape;</p>	<p>It is submitted by the applicant that the proposed signage associated with the site has been designed to integrate into the design of the premises and that it is appropriate to the size and use of the site. It is considered that the sign types proposed are consistent with the design of the proposed premises and that the building would not be dominated by the design of the signs.</p>
<p>(b) be of appropriate dimensions so as not to dominate the streetscape or premises on which it is located;</p>	<p>Of the proposed signs, it is considered that the proposed sign dimensions are appropriate in respect of the Wall Signs and Ground Based Signs (Type B) in that these signs would not dominate the streetscape of the South Arm Highway and Pass Road, in the vicinity of the site. The 2 Ground Based Panel Signs (Type A) however, would have a height above natural ground level of 12.3m. The version of this sign proposed for the south-eastern corner of the site is considered appropriate, given the topography of the site, in that the sign would in part be screened from traffic using South Arm Highway. The height variation proposed in respect of this sign is therefore considered reasonable.</p> <p>The second of this type of sign is proposed for the western entry to the site, at the intersection of the slip road from South Arm Highway. As discussed in respect of F13.7.2 A3, above, it is considered that a 12.3m sign of this style would dominate the streetscape at this point and that on this basis it is considered appropriate to require by condition a reduction in height to 8.5m. The applicant has confirmed that such an approach is acceptable.</p>

	<p>The proposed Real Estate Sign at the same location appears also to dominate the streetscape and is remotely located to the shopping centre. After discussions with the applicant, the latter has accepted a reduced sign face (half of the originally proposed area) and for the height of the sign face to be lowered from 4m to 2.4m from natural ground level. An amended plans condition is proposed.</p>
(c) be constructed of materials which are able to be maintained in a satisfactory manner at all times;	<p>The proposed signage would be of a style and would use materials appropriate to the site and appropriate conditions have been included above in relation to maintenance of signage.</p>
(d) not result in loss of amenity to neighbouring properties;	<p>As discussed above, it is considered that there is potential for the Type A, Ground Based Panel Sign at the western entry to the slip road to dominate and potentially conflict with residential amenity in the vicinity of the site – and on that basis a reduction in height to 8.5m is considered an appropriate response. Similarly, the reduced sign face and overall height of the real estate sign will address the performance criterion.</p>
(e) not involve the repetition of messages or information on the same street frontage;	<p>A total of 3 Ground Based Signs are proposed, however, these are each to be located on separate frontages. The same applies to the Ground Based Panel Signs (with 2 proposed) and the proposed Wall Signs.</p>
(f) not contribute to or exacerbate visual clutter;	<p>It is considered that the proposed signage types and locations are an appropriate response to the provision of commercial advertising on 2 main panels, thus reducing visual clutter where a number of individual signs may also have been proposed.</p>
(g) not cause a safety hazard.	<p>Council's Asset Management Group is satisfied that the proposed signage would not cause a safety or distraction hazard. Similarly, the proposal was referred to the Department of State Growth which expressed no concern in relation to the nature of signage.</p>

Signs Code

Clause	Standard	Acceptable Solution	Proposed
17.7.1 A2	Standards for signs	<p>The number of signs per business per street frontage must comply with all of the following:</p> <p>(a) maximum of 1 of each sign type;</p> <p>(b) maximum of 1 window sign per window;</p> <p>(c) if the street frontage is less than 20m in length, the maximum number of signs on that frontage is 3;</p> <p>(d) if the street frontage is 20m in length or greater, the maximum number of signs on that frontage is 6;</p> <p>except for the following sign types, for which there is no limit;</p> <p>(i) Building Site; (ii) Name Plate; (iii) Newspaper Day Bill; (iv) Open/Closed; (v) Real Estate; (vi) Street Number; (vii) Temporary Sign.</p>	<p>Does not comply – Wall Signs per street frontage exceeds 1.</p> <p>Not applicable</p> <p>Not applicable</p> <p>Complies</p> <p>Not applicable</p>

The proposed variation can be supported pursuant to the Performance Criteria P2 of the Clause E17.7.1 for the following reasons.

Performance Criteria	Proposed
The number of signs per business per street frontage must:	
(a) minimise any increase in the existing level of visual clutter in the streetscape; and where possible, shall reduce any existing visual clutter in the streetscape by replacing existing signs with fewer, more effective signs;	The proposed wall signage is considered appropriate in relation to the size, scale and nature of the site. Each of the proposed wall signs would relate to various tenancies within the centre, and relative to the length of each of the frontages of the site this is considered appropriate.
(b) reduce the existing level of visual clutter in the streetscape by replacing, where practical, existing signs with fewer, more effective signs;	The proposed Ground Based Panel Signs (though not discretionary under this clause) assist in the minimisation of visual clutter by providing a single focus point to advertising signage. The Wall Signs proposed are considered to be effective, and relatively unobtrusive in style and location.
(c) not involve the repetition of messages or information.	As noted, each sign would relate to various tenancies within the development, thus satisfying this performance criterion.

Public Art Code

Clause	Standard	Acceptable Solution	Proposed
E24.6 A1	Use or Development Standards for the Public Art Code	<p>Developments with development costs over \$1M must:</p> <p>(a) provide a contribution to public art at a ratio of 1% of the cost of the development, up to a maximum of \$20,000. Such contribution must be made as a cash payment to the Clarence City Council Public Arts Fund to be allocated to public art on public land within the precinct containing the development site.</p>	Does not comply - the application proposes a physical contribution of public art, rather than a cash contribution as stated in the acceptable solution.

The proposed variation can be supported pursuant to the Performance Criteria P1 of the Clause E24.6.1 for the following reasons.

Performance Criteria	Proposed
<p>Developments with development costs over \$1M must:</p> <p>(a) provide public art works valued at a ratio of at least 1% of the cost of the development, up to a maximum of \$20,000. Such contribution must be provided in a form and location agreed to by Council.</p>	<p>The proponent has proposed to develop public artwork in consultation with Council and/or the community as required. A condition requiring provision in a form and location in accordance with Council's documented guidelines, procedure and criteria is proposed above.</p>

Hotel Industries Code

Clause	Standard	Acceptable Solution	Proposed
E26.5.1 A1	All development	<p>The Hotel industry must:</p> <p>(a) use existing floor space within a shopping centre complex; and</p> <p>(b) be at least 100m from a residential or Community Purpose zone, as measured from the premises to be occupied.</p>	<p>Does not comply – proposed hotel industry (bottle shop) to be situated within a new complex.</p> <p>Does not comply – the proposed bottle shop would be situated 70m from the adjacent General Residential Zone to the north.</p>

The proposed variation can be supported pursuant to the Performance Criteria P1 of the Clause E26.5.1 for the following reasons.

Performance Criteria	Proposed
<p>The operation of Hotel industry uses must:</p> <p>(a) not have an unreasonable impact on the amenity and safety of the surrounding uses, having regard to the following:</p> <p><i>i. the hours of operation and intensity of the proposed use;</i></p> <p><i>ii. the location of the proposed use and the nature of surrounding uses and zones;</i></p>	<p>The proposed bottle shop component of the development would have a floor area of 161m² and would have a closing time of 10.00pm Monday to Saturday and 9.00pm on Sundays and Public Holidays.</p>

<ul style="list-style-type: none"> iii. <i>the impact of the proposed use on the mix of uses in the immediate area;</i> iv. <i>the cumulative impact of any existing hotel industry uses and the proposed hotel industry on the amenity of the surrounding area;</i> v. <i>methods to be employed to avoid conflict with nearby sensitive uses, including houses, schools, community facilities and the like;</i> vi. <i>the impacts of light spill on adjacent properties;</i> vii. <i>possible noise impacts and proposed noise attenuation measures, including no amplified music audible outside the property;</i> viii. <i>impacts on traffic and parking in the vicinity;</i> ix. <i>any other measures to be undertaken to ensure minimal amenity impacts from the licensed premises during and after opening hours;</i> x. <i>the need for security personnel to control behaviour around the site;</i> xi. <i>the use of landscaping to enhance the appearance of the site used for hotel industry; and</i> xii. <i>demonstration that the outcomes of the Hotel Industry Impact Assessment have been satisfied;</i> 	<p>It would service the adjacent and nearby residential development, and the impacts of this specific part of the proposal for the bottle shop as a part only of the neighbourhood centre in respect of noise, light spill, security and traffic movements have been assessed and are considered to be consistent with the relevant parts of this performance criterion.</p> <p>As required by (a)(xii) of this performance criterion, a Hotel Industry Impact Assessment was submitted that satisfactorily addresses the requirements of Clause E26.4 of the Code.</p>
<p>(b) ensure that signage is limited in order to avoid clutter and reduced streetscape qualities, especially where shared with a residential zone;</p>	<p>A single wall sign is proposed to advertise the bottle shop, thus limiting clutter and minimising impact upon the streetscape at this point.</p>
<p>(c) not provide outdoor seating on a free standing bottle shop site;</p>	<p>No outdoor seating is provided.</p>
<p>(d) not provide a drive through facility on a free standing bottle shop site;</p>	<p>A drive through facility is not proposed.</p>

<p>(e) be designed and operated in accordance with the principles of Crime Prevention Through Environmental Design, including:</p> <ul style="list-style-type: none"> i. <i>reducing opportunities for crime to occur;</i> ii. <i>(providing safe, well designed buildings with appropriate opportunities for surveillance of the surroundings;</i> iii. <i>minimising the potential for vandalism and anti-social behaviour; and</i> iv. <i>promoting safety on neighbouring public and private land.</i> 	<p>The proposed bottle shop is to be located within a proposed shopping centre, which will be managed and operated in a manner that provides for an appropriate level of security and site management.</p>
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5. REPRESENTATION ISSUES

The proposal was advertised in accordance with statutory requirements and 5 representations were received. The following issues were raised by the representors.

5.1. Privacy

Concerns were raised by the representations in respect of the impact of the proposed development upon privacy, with particular concern expressed in relation to the neighbouring residential properties to the north in the Hance Road area. The impact of light generated by the site upon the privacy and amenity of neighbouring dwellings has also been raised by the representations as an issue.

- **Comment**

There are no controls in respect of privacy and it is unclear to what extent privacy might be compromised. The proposal plans clearly identify a 50m lighting setback from the General Residential zone. As such it would be appropriate to condition any approval that lighting times are limited within this setback and that all lighting is to be baffled to ensure that there is no direct emission of light outside the site. Hours of lighting (with the exception of security lighting) should also be conditioned in accordance with the acceptable solution of the SAP as the applicant has not applied for any variation.

5.2. Hours of Operation, Noise and Devaluation

The representations raised the impact on amenity likely to be caused by the proposal, in terms of traffic generation, delivery vehicles and in relation to vehicles accessing the site from the slip lane from the South Arm Highway. The noise associated with proposed 24 hour operation of the supermarket as part of the development is also raised as being non-compliant with the applicable Clause 21.3.1 of the General Business zone. Devaluation of surrounding residential properties as a result of the noise generated by the proposal was also raised by the representations as being of concern.

- **Comment**

Property valuation is not a valid planning consideration and is in any case not evidenced by the representor. The proposal and the slip road (approved under the previous subdivision approval) are located adjacent to a busy highway and significant intersection. As such, customer vehicles will be unlikely to generate a significant nuisance whilst delivery and refuse collection vehicles can be conditioned by any planning permit. Aside from ingress and egress from customer vehicles and some less convenient customer car parking to the periphery of the development, the shopping centre is located some 70-120m from the nearest residences. As such, it is considered that there is ample separation between buildings given that amenity impacts such as light and noise can be regulated by conditions.

5.3. Security and Risk of Gathering of Young People

Concerns are raised by the representations in respect of the security of the site and the risk of young people congregating in the car park of the proposed development. The representor raised specific concerns as to the likelihood of “bogans from the connecting rougher suburbs doing burnouts in the car park”.

- **Comment**

The representor has not identified the suburbs in question, however, such behaviours should they eventuate might be sufficiently managed by the extended opening hours of the centre, extensive casual surveillance of the car park from developments surrounding the subject site and the security arrangements of the centre itself (lighting and CCTV etc). Such behaviour is a matter for the police and, in any event, there is no objective basis for assuming that such behaviour will occur, it is not reasonable grounds to refuse a development application.

5.4. Siting, Landscaping and Visual Impact

The representations raised concern in relation to the purported inadequacy of landscaping as part of the proposal. Specific concern was raised by the representations that the design response to Clause F13.7.2 (in relation to the setback from the South Arm Highway) is not satisfactorily addressed by the application, in that there would be insufficient space for landscaping between the building and the boundary.

- **Comment**

The issue has been addressed in Criteria P1 of Clause F13.7.2 of this report. Council's Landscape Designer has confirmed that the conceptual landscaping cross sections can work as long as suitable species and irrigation are used. As such, given the specific nature of the variation sought, it is considered appropriate that a condition of any permit requires Council's approval of the species, maturity and irrigation. As discussed, it is important that a reduced setback is used as it minimises the intrusion of the building on the landscape and increases separation between the building and surrounding houses.

5.5. Access

Concerns were raised by the representations in terms of the high number of anticipated vehicular movements arising from the proposed development. The representations also contend that approved subdivision layout is inappropriate (previously approved by Council under SD-2016/12), in terms of the associated impacts upon the residential area. The key concerns as articulated by the representations are the use of the slip lane and potential impacts on residential traffic, the single exit point to Pass Road and the overall likelihood of increased accidents and congestion caused by the interaction between commercial and residential traffic.

- **Comment**

The ingress and egress to the subject site has already been determined by the subdivision approval and the types of uses proposed are all envisaged by the SAP. The application is supported by a traffic impact assessment which states the proposed development is likely to generate a total of 6,409 vehicles per day; with peak traffic generation likely to be 617 vehicles per hour; and concludes the traffic network can absorb this additional traffic volume without any significant loss of efficiency or safety.

5.6. Public Transport Link

The representations raise concerns in relation to the inadequacy of the proposal to integrate into the public transport network, particularly the South Arm service. It is suggested that the existing routes be changed to divert through the proposed development to enable reasonable public access and to provide a designated bus stop/parking area within the approved subdivision and proposed development.

- **Comment**

Bus routes are a matter for the operator, Metro. Notwithstanding this, a bus stop is shown within the road reserve in proximity to the Centre and adjacent the medical surgery in Hance Road.

5.7. Failure of Council to Plan for Commercial Investment

The representations received raised concern in relation to Council's purported failure to plan for commercial growth and management of Clarence. One representation refers to Clarence City as the "City without a Heart" on the basis that there is no apparent CBD, retail or commercial services in a central location. The representor is concerned that the viability of other centres would be threatened by the proposal if approved and that the loss of community shopping centres is causing a decline in residential amenity.

- **Comment**

The Scheme has a clear retailing hierarchy which is reflected in the zoning. There is no evidence to suggest that the proposal would lead to a decline in other retail centres given that the strategic arguments for the centre have been considered by the TPC. The application for which the rezoning occurred was supported by extensive retail analysis.

5.8. Purpose of Specific Area Plan

The representations received raised concern in relation to the inconsistency of the proposed use with the Purpose of the Specific Area Plan (SAP) and the lack of an economic assessment in support of the proposal to demonstrate that the proposed discretionary use (and the extent of the specialty retail component of the development) would be consistent with the relevant provisions of the SAP.

- **Comment**

The supermarket use is a Permitted use up to a floor area of 3,500m² after which it becomes a discretionary use. The proposed floor area of the supermarket is 3,545m² which represents an increase of just over 1% of the Permitted floor area. The retail floor area is 980m² and although there is an extensive mall, amenity and service area of 1047m², it is shared with other uses (Food Services, Hotel Industry and Business and Professional Services). Therefore the supporting retail is not considered to be a discretionary use.

As previously discussed in Section 4.2 of this report the increase in floor area of the supermarket is not excessive and certainly such a modest increase can be justified against the stated purpose of the Glebe Hill Neighbourhood Centre Specific Area Plan without the need for an economic assessment.

6. EXTERNAL REFERRALS

The application was referred to State Growth due to proximity to a State controlled road; however, no comments have been received.

The proposal was referred to TasWater, which has provided a number of conditions to be included on the planning permit if granted.

7. STATE POLICIES AND ACT OBJECTIVES

7.1. The proposal is consistent with the outcomes of the State Policies.

7.2. The proposal is consistent with the objectives of Schedule 1 of LUPAA.

8. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS

There are no inconsistencies with Council's adopted Strategic Plan 2010-2015 or any other relevant Council Policy.

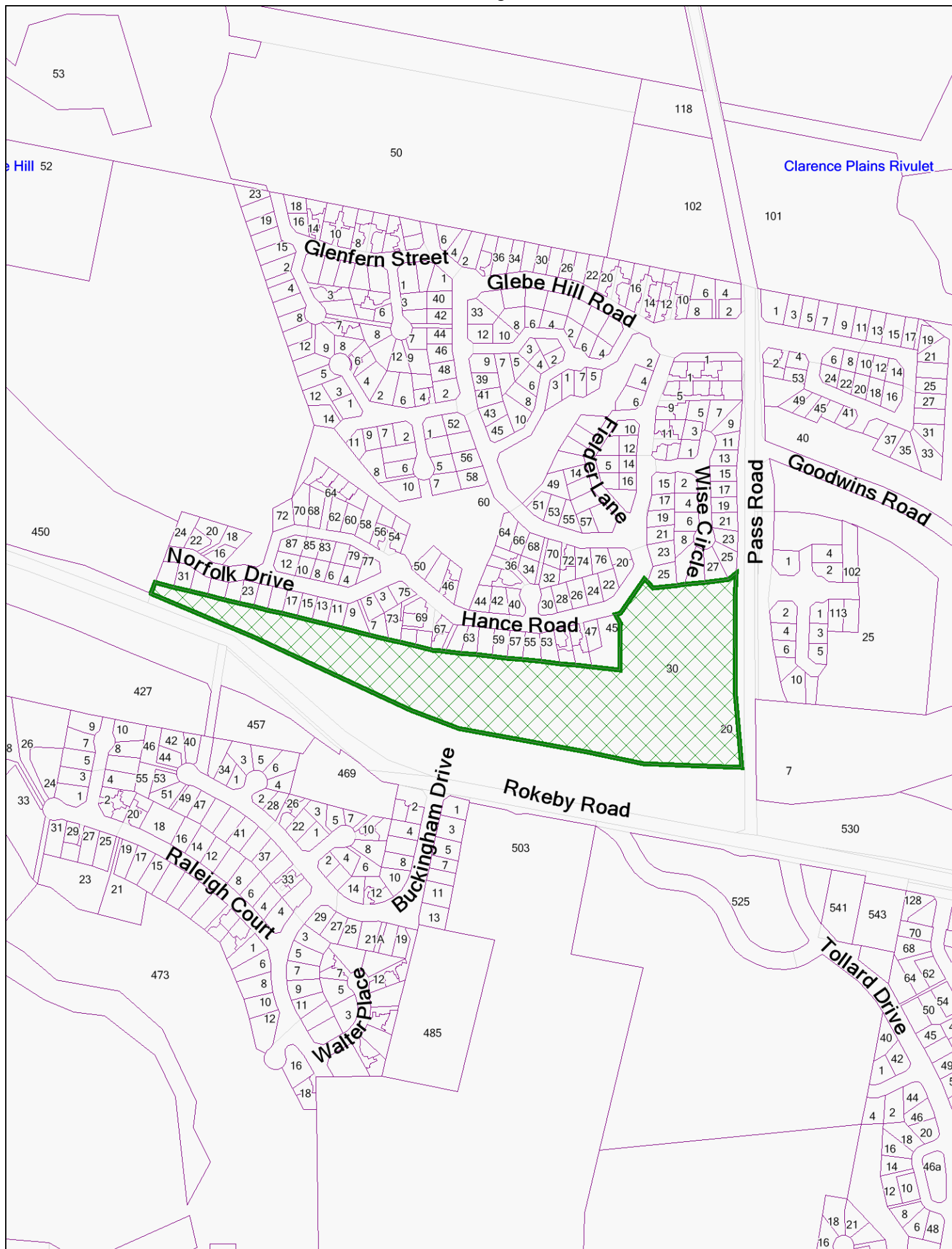
9. CONCLUSION

The proposal for a neighbourhood shopping centre (described by the applicant as Glebe Hill Village), parking, landscape planting, loading areas and signage at 30 Pass Road, Howrah, comprising Coles supermarket (3,545m²); Retail outlets (980m²); Food outlets (835m²); Bottle Shop (161m²); Bank (176m²); and Mall circulation, inclusive of kiosks and amenities/storage areas (1047m²) is recommended for approval subject to the reasonable and relevant conditions proposed.

Attachments: 1. Location Plan (1)
2. Proposal Plan (36)
3. Site Photo (1)

Ross Lovell
MANAGER CITY PLANNING

Clarence City Council



Disclaimer: This map is a representation of the information currently held by Clarence City Council. While every effort has been made to ensure the accuracy of the product, Clarence City Council accepts no responsibility for any errors or omissions. Any feedback on omissions or errors would be appreciated. Copying or reproduction, without written consent is prohibited. **Date:** Tuesday, 15 November 2016 **Scale:** 1:5,665 @A4

GLEBE HILL VILLAGE

development application

30 September 2016
Issue C

for Tipalea Partners Pty Ltd



APPLICATION DETAILS & CONSULTANTS

- 1.1

APPLICANT:

Tipalea Partners Pty Ltd

Scott Spanton

Ph - (07) 5555 2600
- 1.2

SITE:

Lot 802 Hance Road, Howrah

2.35ha
- 1.3

ARCHITECTS:

BDA Architecture Pty Ltd

Contact: Chris Cumming

Ph - (07) 5555 2600
- 1.4

TOWN PLANNER:

GHD

Contact: Alex Brownlie

Ella Rushforth

Ph - (03) 6210 0701
- 1.5

CIVIL ENGINEERING

Poortenaar Consulting

Contact: Hein Poortenaar

Ph - (03) 6266 4708

Alan Darwin

Ph - 0419 391 743
- 1.6

TRAFFIC

Midson Traffic Pty Ltd

Contact: Kieth Midson

Ph - 0437 366 040

- 0.1

DESIGN PRINCIPLES
- 1.0

URBAN DESIGN & PLANNING CONTEXT

1.1

CONTEXT PLAN

1.2

SURVEY PLAN

1.3

EXISTING SITE ANALYSIS
- 2.0

ARCHITECTURAL DESIGN INTENT

2.1

MASTER PLAN

2.2

SITE PLAN

2.3

ACCESS & MOVEMENT

2.4

GROUND FLOOR PLAN

2.5

ROOF PLAN

2.6

CAR PARKING

2.7

PERSPECTIVE VIEW 1

2.8

PERSPECTIVE VIEW 2

2.9

PERSPECTIVE VIEW 3

2.10

PERSPECTIVE VIEW 4

2.11

PERSPECTIVE VIEW 5

2.12

PERSPECTIVE VIEW 6

2.13

PERSPECTIVE VIEW 7

2.14

BUILDING COLOURS AND MATERIALS

2.15

EAST ELEVATIONS

2.16

WEST ELEVATION

2.17

NORTH ELEVATION

2.18

SOUTH ELEVATION

2.19

SECTIONS A & B

2.20

SECTION C
- 3.0

PROPOSED SIGNAGE

3.1

SIGNAGE SITE PLAN

3.2

SIGN A/B ENTRY - PERSPECTIVE

3.3

TOTAL DISPLAY AREA OF SIGNAGES
- 4.0

LANDSCAPE INTENT

4.1

PROPOSED LANDSCAPE PLAN

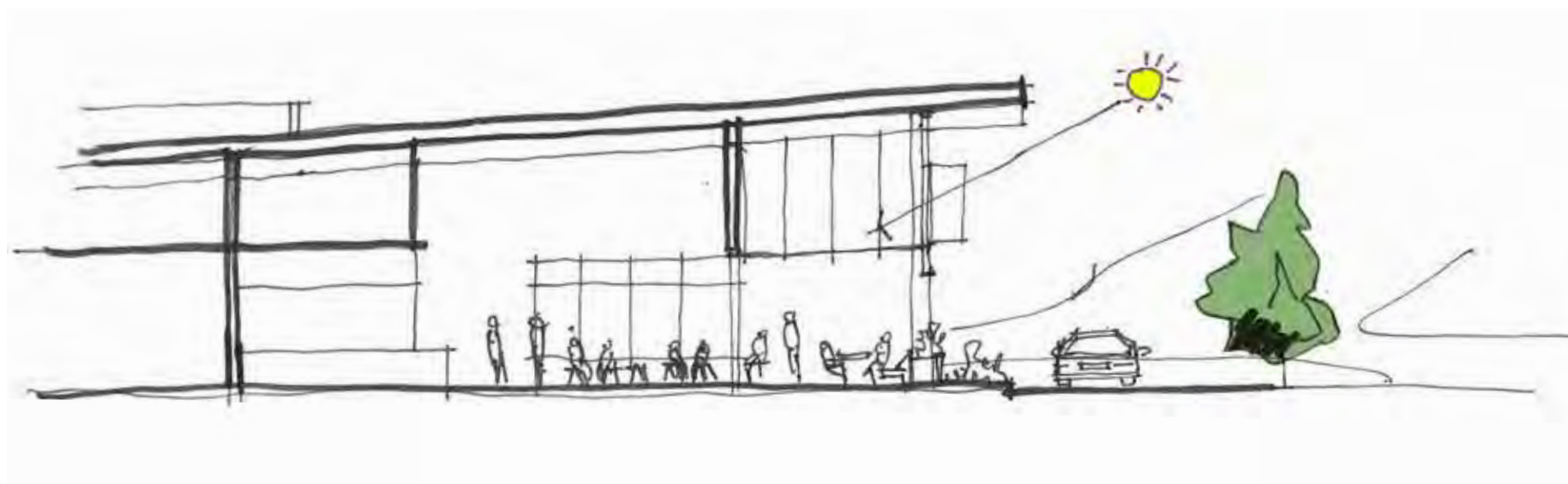
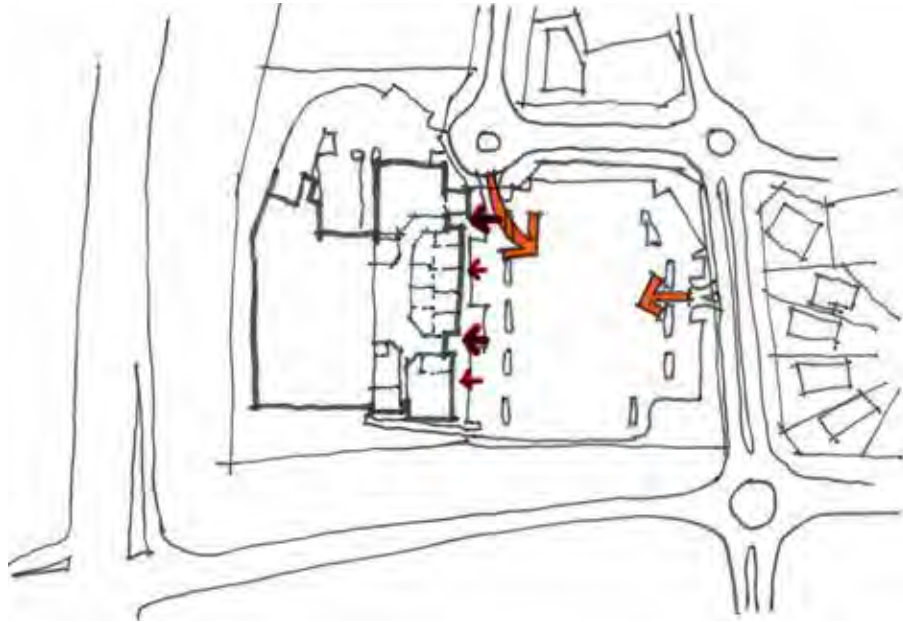
4.2

LANDSCAPE PALETTE

4.3

LANDSCAPE SECTIONS





DESIGN PRINCIPLES

This report presents a proposal for a local convenience neighbourhood shopping centre for a 2.35ha site on the corner of Pass Road and Rokeby Road. The Glebe Hill Village is an opportunity to provide a local shopping option for the Rokeby, Clarendon Valley and Glebe Hill community.

The proposed centre creates a compact integrated centre which provides a mix of different tenancies arranged around a central mall space. The main building has been positioned to the southern edge of the site to minimise the impact upon the neighbouring residences. Both dock areas have been positioned to be screened from view with the building and proposed level changes protects the adjacent residential from noise generated by service vehicles.

The building has been designed to open up to the car park to the north allowing the tenancies that address the car park to have the opportunity to have outdoor dining areas if desired. This also allows the building to address the Pass Road and the new public road to the north.

The proposal results in significant cut and fill to establish a relatively flat car park and centre as per good design principles. The majority of the exposed retaining wall or areas of cut are hidden from view at the rear of the centre along Rokeby Road. This has the secondary effect of allowing the rear of the building to be easily screened by planting at the high point of the site along Rokeby Road. Other retaining walls which are exposed to view will be screened by a combination of planting and batters.

The proposed building is a composition of simple shed like elements referencing the simplicity of the historical context. The primary batten facade system incorporates a colour palette that reflects predominate roof colour palette of the adjacent homes which combines with the face brick facade elements, timber structural elements, express FC Soffits and shaded shop front glazing resulting in a facade which is sympathetic to the residential context.

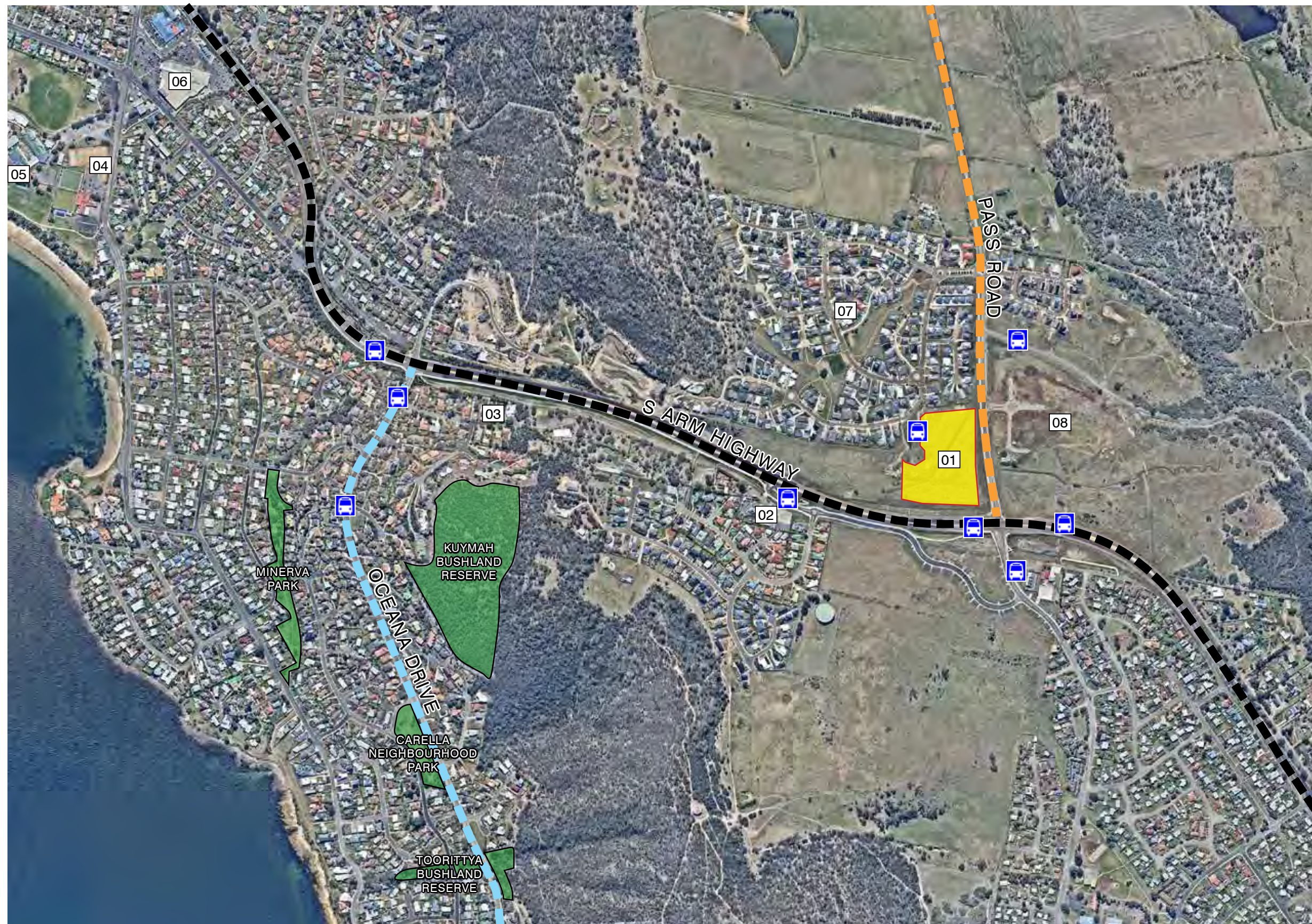
The proposed neighbourhood centre design is a combination of both landscape, building design and earthworks considerations to provide a balance between the levels required for the shopping centre to work, the drainage requirements and the visual appeal of the project.

Central to the design is the mall, which forms the core space of the building. A two storey void is provided above the central part of the void creating a larger gathering space and opportunity for natural light to come into the internal mall. This mall space is visible from the exterior of the building by both the pop-up roof element and the key entry roofs that open up to the car park.

1.0

URBAN DESIGN AND PLANNING CONTEXT





- [01] SUBJECT SITE
- [02] HOWRAH NURSERY
- [03] HOWRAH CHURCH OF CHRIST
- [04] SUNSHINE TENNIS CLUB
- [05] HOWRAH PRIMARY SCHOOL
- [06] SHORELINE SHOPPING CENTRE
- [07] GLEBE HILL RESIDENTIAL ESTATE
- [08]
- PARK / OPEN SPACE
- S ARM HIGHWAY
- PASS ROAD
- OCEANA DRIVE
- BUS STOPS

1.2 SURVEY PLAN



UNIT 1, 2 KENNEDY DRIVE
CAMBRIDGE 7170
PHONE: (03)6248 5898
EMAIL: admin@rbsurveyors.com
WEB: www.rbsurveyors.com

NOTES:

This plan is prepared for Tipalea Partners from a combination of field survey and existing records for the purpose of designing new constructions on the land and should not be used for any other purpose.

The title boundaries as shown on this plan were not marked at the time of the survey and have been determined by plan dimensions only and not by field survey.

Services shown have been located where visible by field survey. Prior to any demolition, excavation or construction on the site, the relevant authority should be contacted for possible location of further underground services and detailed locations of all services.

Signature:

O.R/S NAIL
IN KERB
RL = 69.13

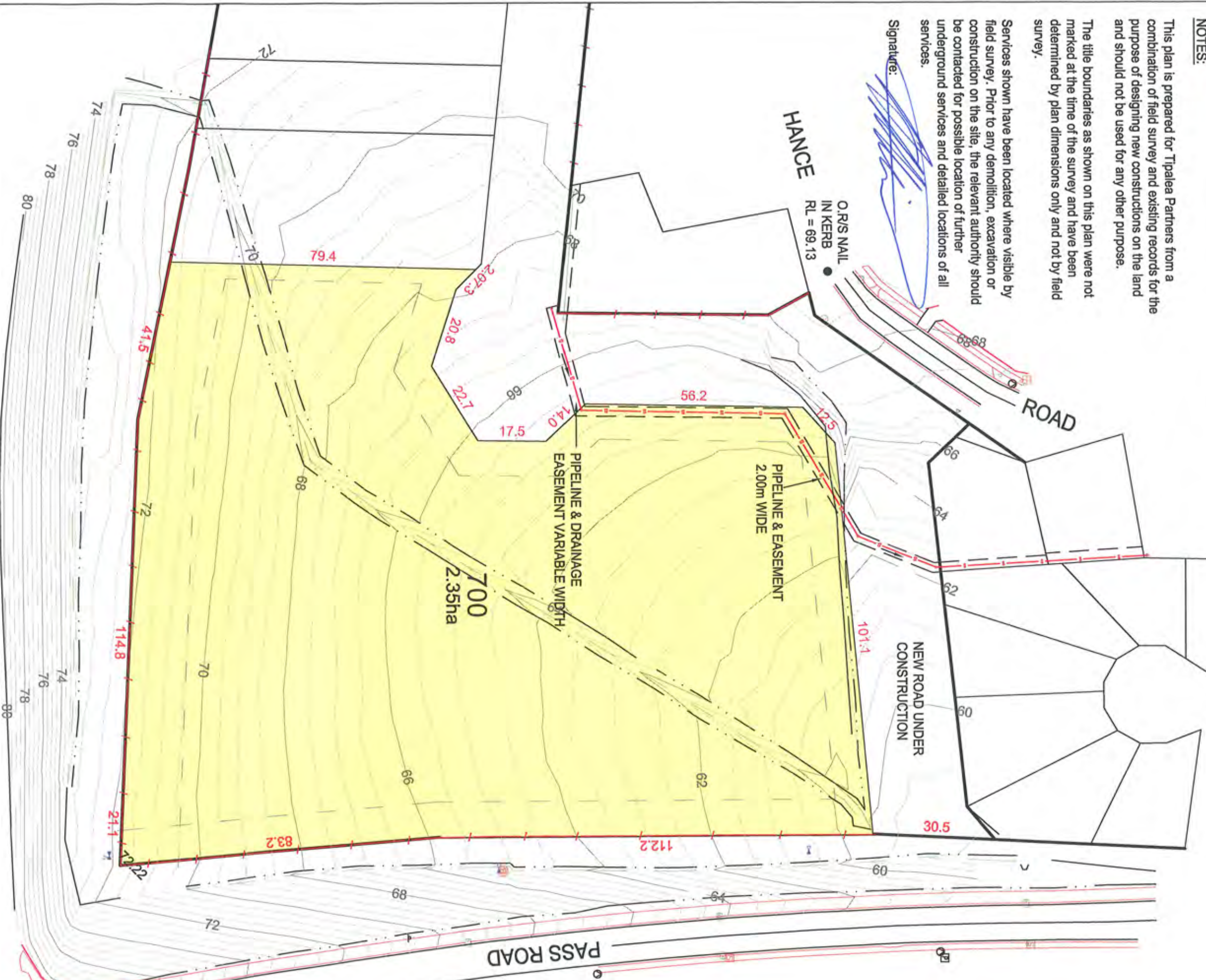
HANCE

ROAD

NEW ROAD UNDER
CONSTRUCTION

PASS ROAD

SOUTH ARM HIGHWAY



E					
D					
C					
B					
A	Plan complete	JR	18-3-2016		
REV	AMENDMENTS	DRAWN	DATE	APPR	

FOR: TIPALEA PARTNERS			Contour & Detail Plan		
LOCATION: LOT 802 HANCE ROAD, HOWRAH			Refer: TIPAL		
			Date: 18-3-2016	Per: H	
			Scale: 1:1000 (A3)	Per: V	



1.3 EXISTING SITE ANALYSIS



2.0

ARCHITECTURAL DESIGN INTENT





- 1. SUPERMARKET
- 2. RETAIL
- 3. MALL
- 4. PHARMACY
- 5. STAFF PARKING
- 6. TRUCK MANOEUVRING AREA
- 7. SUPERMARKET DOCK
- 8. RETAIL LOADING
- 9. ENTRY
- 10. OUTDOOR DINING AREA
- 11. POSSIBLE PADMOUNT
- 12. AMENITIES
- 13. FOOTPATH CONCOURSE
- 14. STORAGE/SERVICES/OFFICE
- 15. TROLLEY STORE
- 16. HYDRANT BOOSTER
- 17. POSSIBLE FIRE SERVICE
- 18. EXISTING MEDICAL CENTRE
- 19. POSSIBLE SERVICE STATION
- 20. RESIDENTIAL
- 21. NEW PUBLIC ROADS NOT PART OF THIS APPLICATION
- 22. STORMWATER
- 23. BUS STOP
- 24. FENCE AT BACK OF EXISTING HOMES

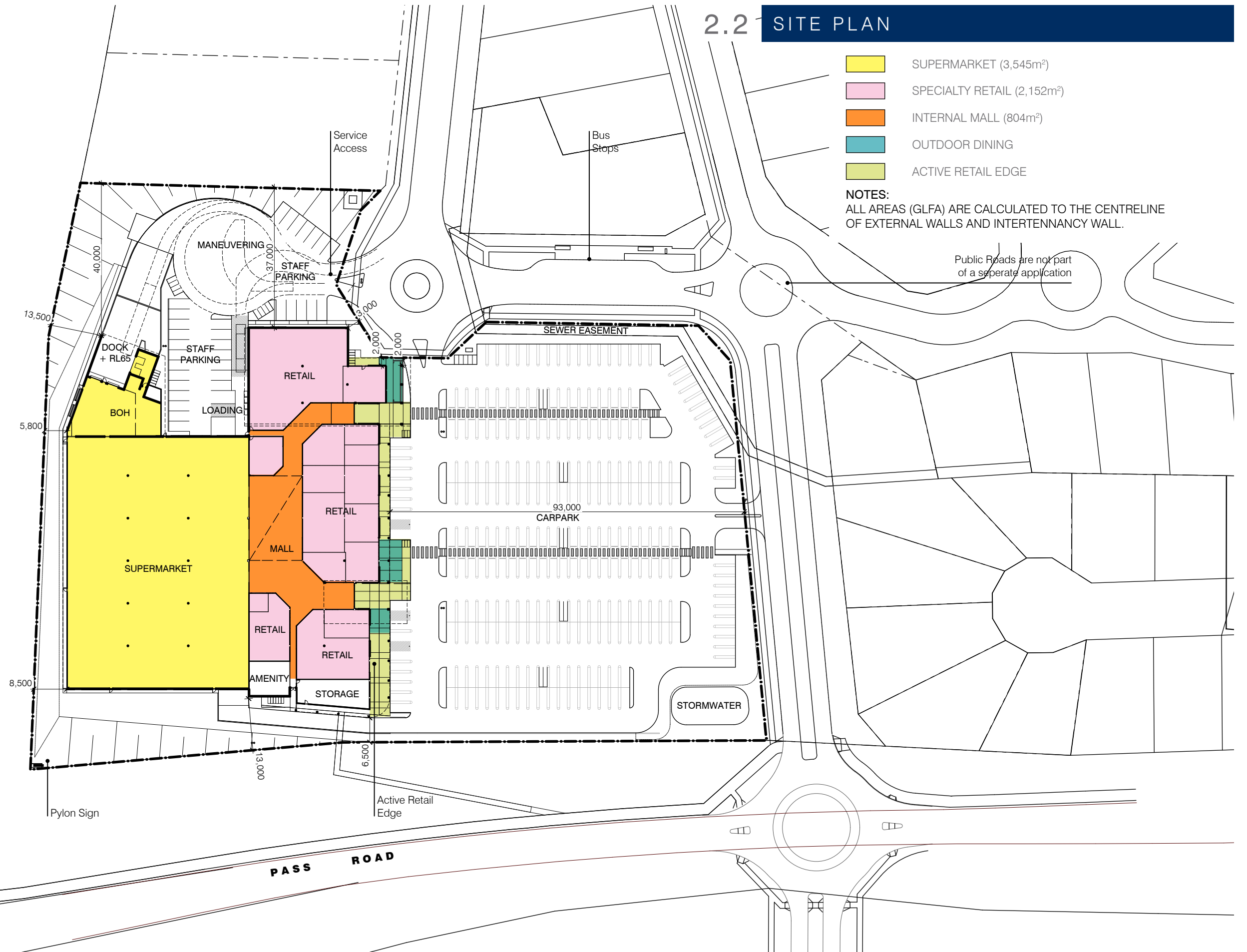


2.2 SITE PLAN

- SUPERMARKET (3,545m²)
- SPECIALTY RETAIL (2,152m²)
- INTERNAL MALL (804m²)
- OUTDOOR DINING
- ACTIVE RETAIL EDGE

NOTES:
ALL AREAS (GLFA) ARE CALCULATED TO THE CENTRELINE OF EXTERNAL WALLS AND INTERTENANCY WALL.

Public Roads are not part of a separate application



2.3

ACCESS AND MOVEMENT

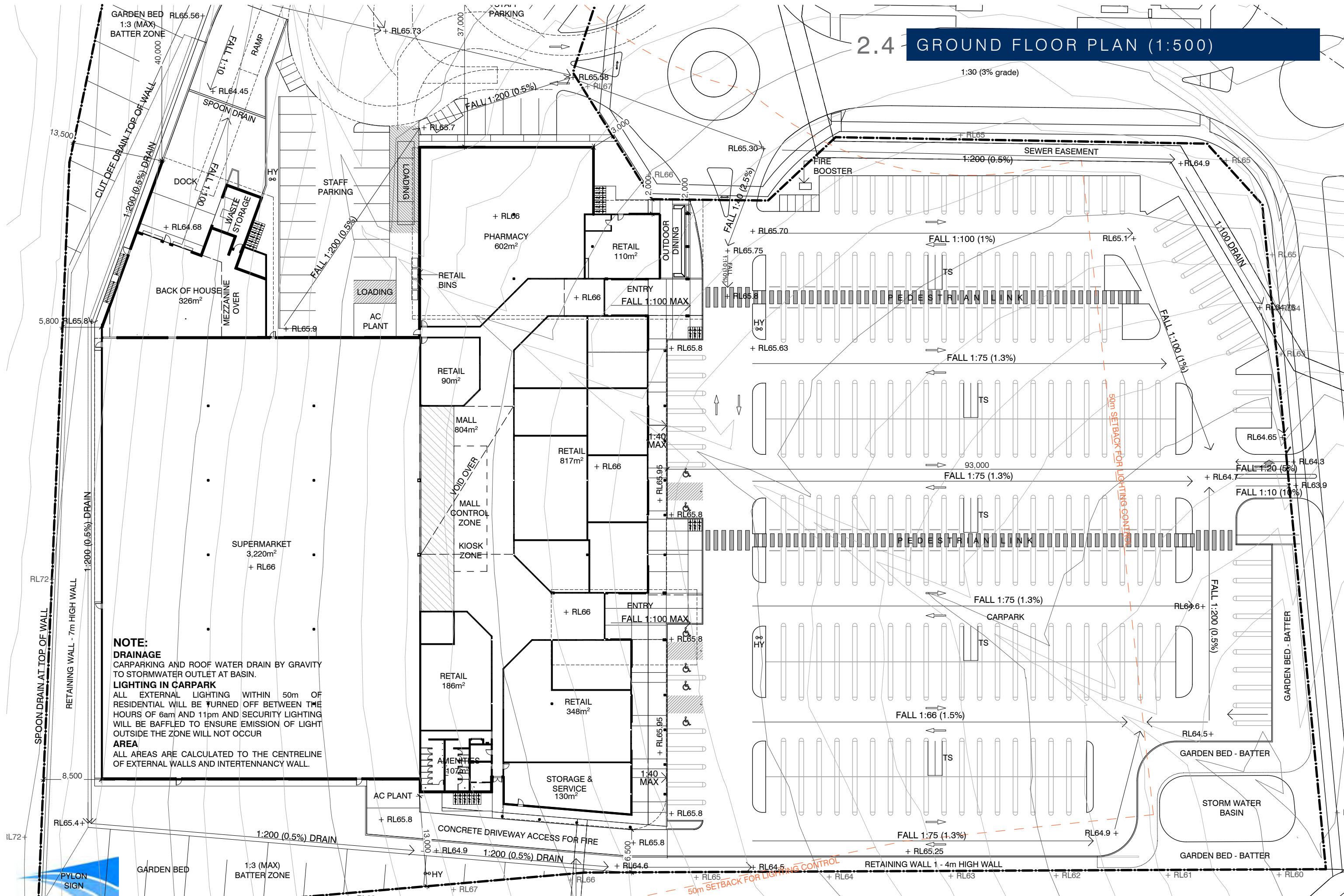
- SHOPPING CONCOURSE
- INTERNAL MALL
- PEDESTRIAN LINK
- VEHICULAR CIRCULATION
- PEDESTRIAN NODE
- LOADING DOCK
- SERVICE VEHICLES
- LEFT IN / LEFT OUT ONLY

ROKEBY ROAD

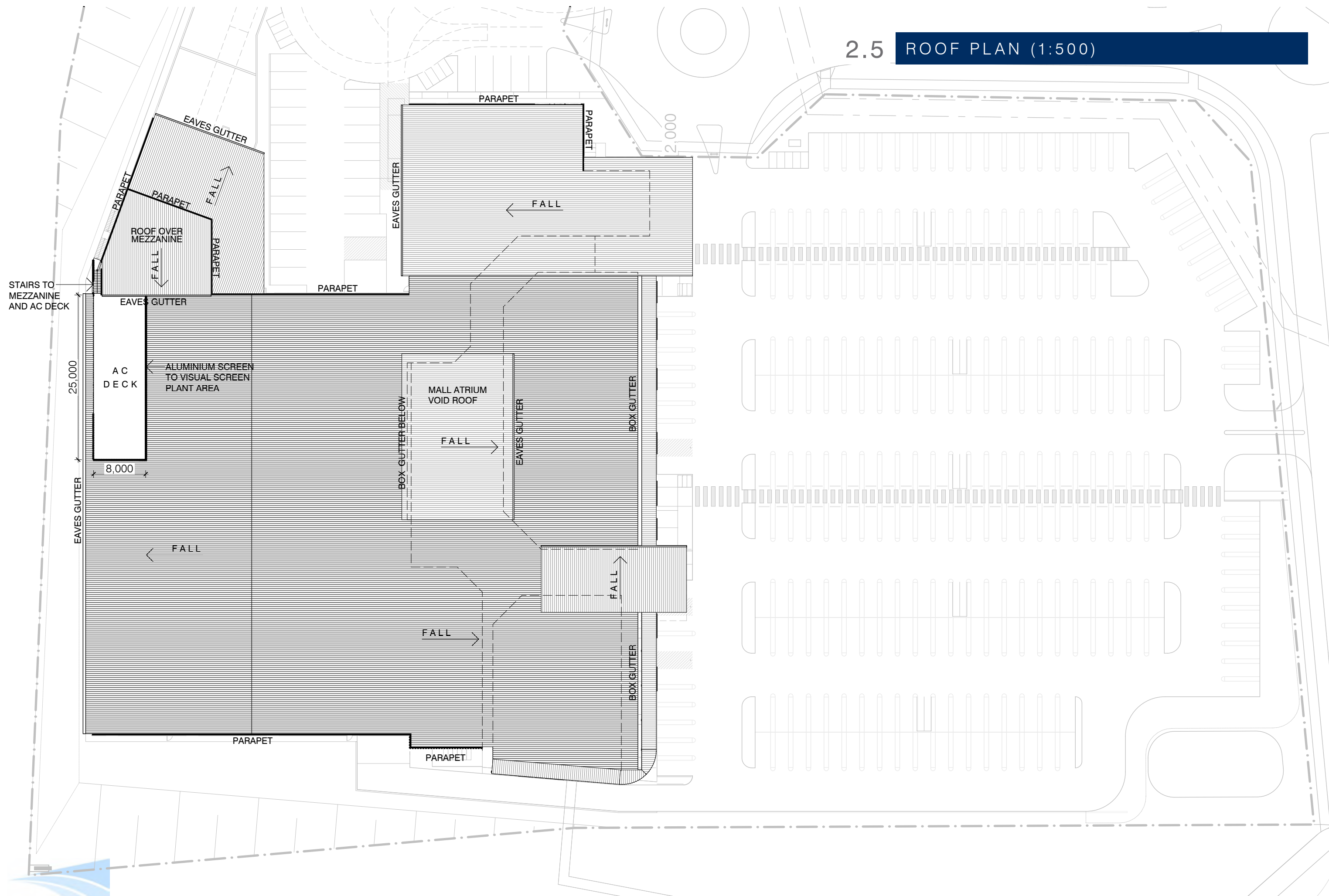
PASS ROAD



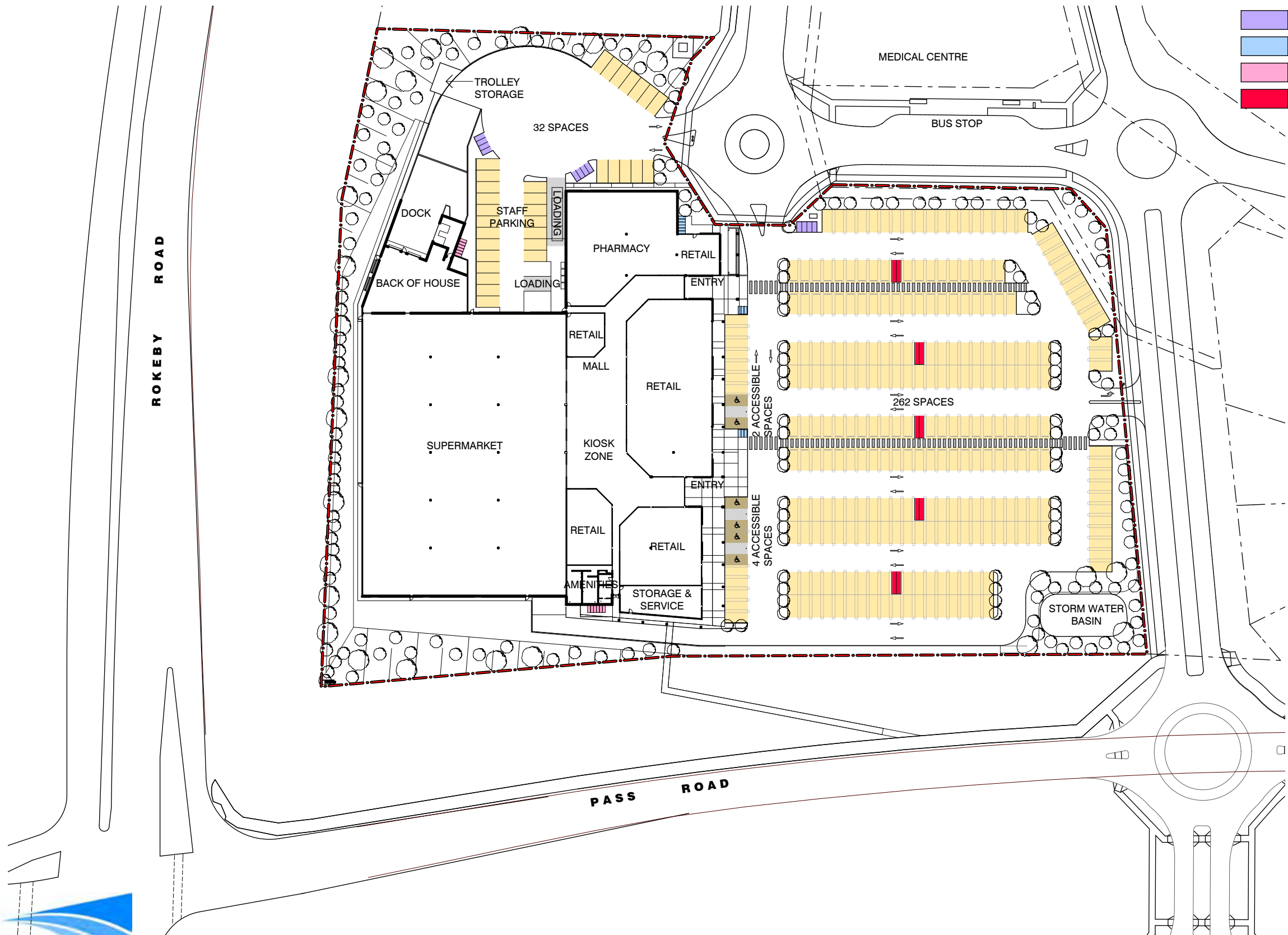
GROUND FLOOR PLAN (1:500)

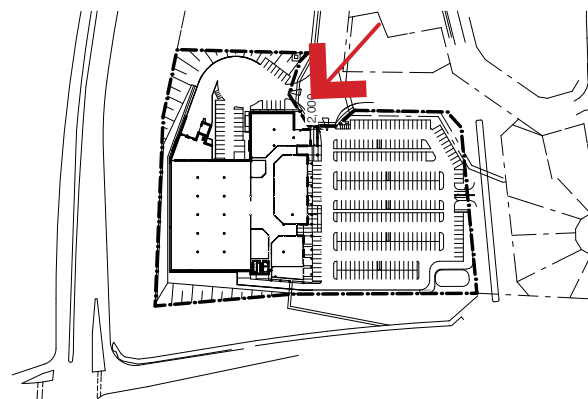


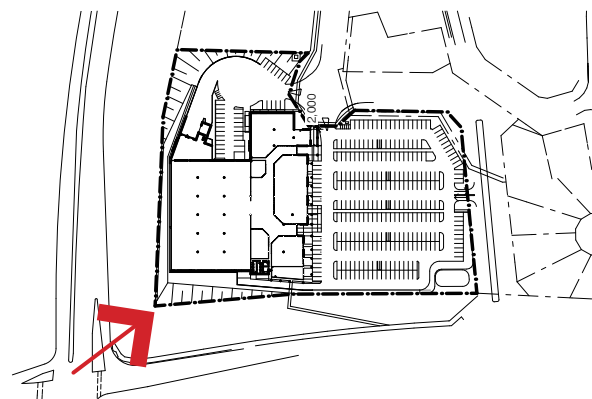
2.5 ROOF PLAN (1:500)

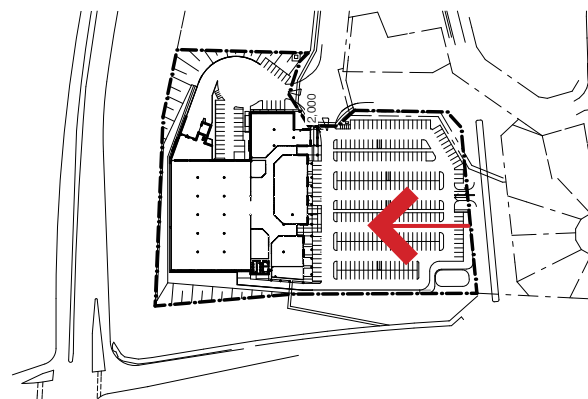


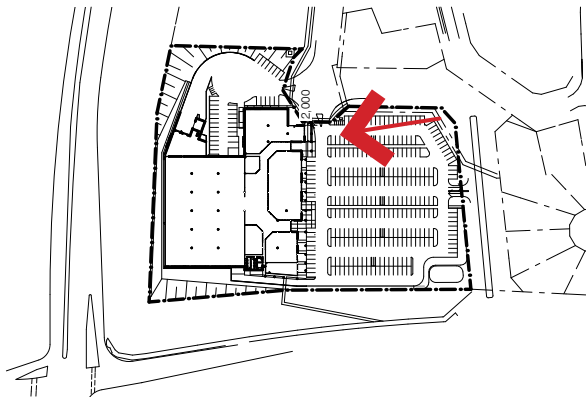
CAR PARKING

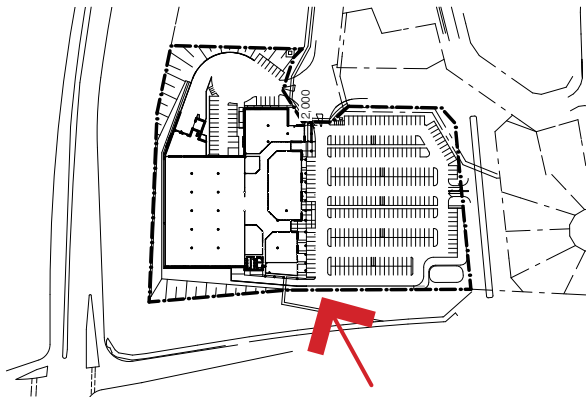


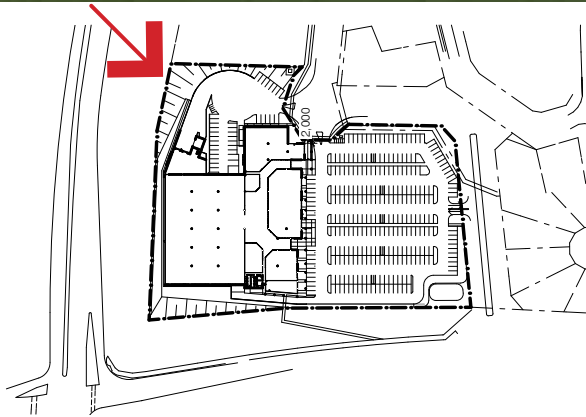


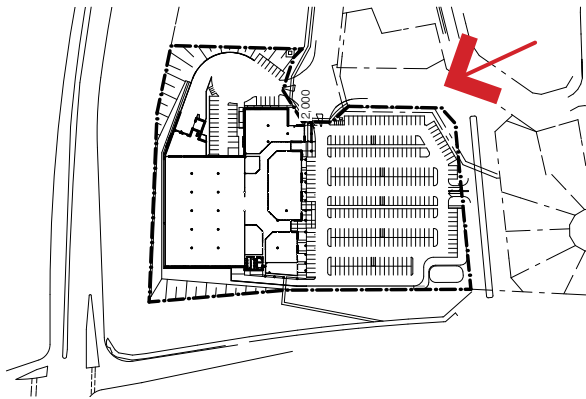











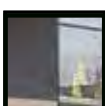

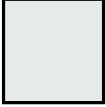






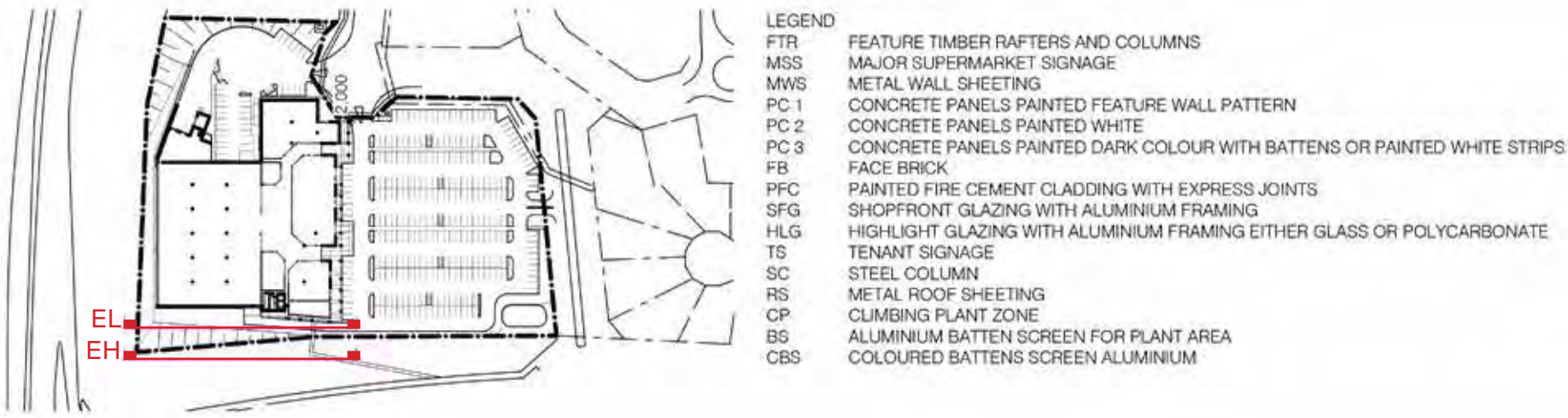






- | | | | |
|--|---|---|--|
| 1.  Roof sheeting
- Colorbond "Monument" | 4.  Feature timber look rafters | 7.  Feature Pattern tilt up
concrete panels | 10.  Aluminium screen to service deck
Black |
| 2.  Metal wall cladding
- Colorbond "Monument" | 5.  Steel beams & columns
- Colorbond "Black" | 8.  Face Brick
Austral Bowral Blue
Austral Gertrudis Brown | 11.  Shopfronts & skylights
- Clear glazing |
| 3.  Soffits
- Dulux "Lexicon" | 6.  Painted fibre cement 1
- Dulux "Lexicon" | 9.  Aluminium Feature Screen
Dulux "Vivid White", "Deskau",
"Blue Steel", "Domino" | 12.  Cappings and Roof Sheetting on
entry turn down
- Colorbond "Surf Mist" |

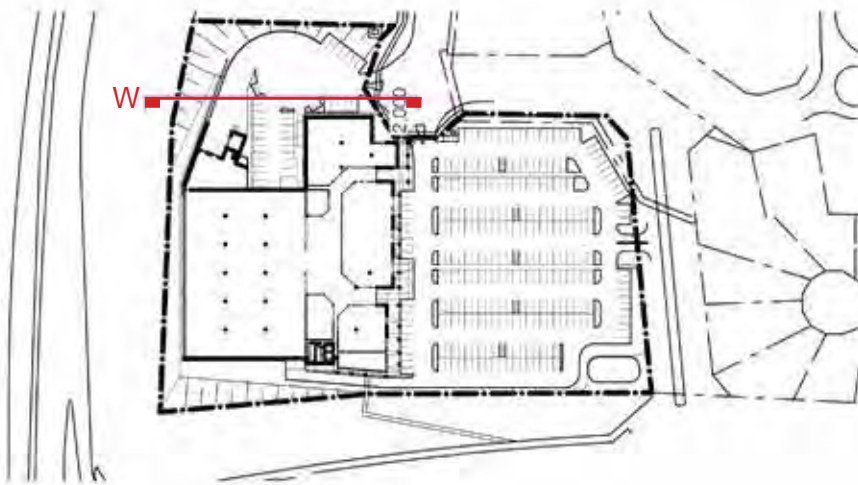
2.15 EAST ELEVATIONS



EAST LOW ELEVATION



EAST HIGH ELEVATION

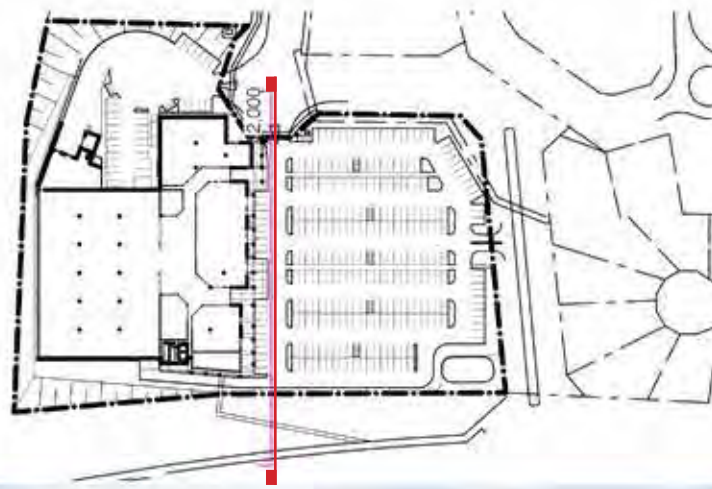


LEGEND	
FTR	FEATURE TIMBER RAFTERS AND COLUMNS
MSS	MAJOR SUPERMARKET SIGNAGE
MWS	METAL WALL SHEETING
PC 1	CONCRETE PANELS PAINTED FEATURE WALL PATTERN
PC 2	CONCRETE PANELS PAINTED WHITE
PC 3	CONCRETE PANELS PAINTED DARK COLOUR WITH BATTENS OR PAINTED WHITE STRIPS
FB	FACE BRICK
PFC	PAINTED FIRE CEMENT CLADDING WITH EXPRESS JOINTS
SFG	SHOPFRONT GLAZING WITH ALUMINIUM FRAMING
HLG	HIGHLIGHT GLAZING WITH ALUMINIUM FRAMING EITHER GLASS OR POLYCARBONATE
TS	TENANT SIGNAGE
SC	STEEL COLUMN
RS	METAL ROOF SHEETING
CP	CLIMBING PLANT ZONE
BS	ALUMINIUM BATTEN SCREEN FOR PLANT AREA
CBS	COLOURED BATTENS SCREEN ALUMINIUM

2.16 WEST ELEVATION

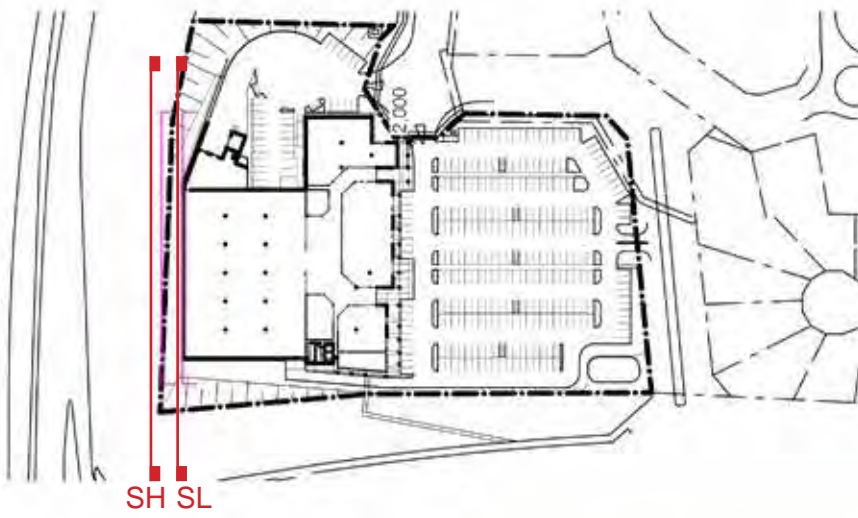


2.17 NORTH ELEVATION



LEGEND	
FTR	FEATURE TIMBER RAFTERS AND COLUMNS
MSS	MAJOR SUPERMARKET SIGNAGE
MWS	METAL WALL SHEETING
PC 1	CONCRETE PANELS PAINTED FEATURE WALL PATTERN
PC 2	CONCRETE PANELS PAINTED WHITE
PC 3	CONCRETE PANELS PAINTED DARK COLOUR WITH BATTENS OR PAINTED WHITE STRIPS
FB	FACE BRICK
PFC	PAINTED FIRE CEMENT CLADDING WITH EXPRESS JOINTS
SFG	SHOPFRONT GLAZING WITH ALUMINIUM FRAMING
HLG	HIGHLIGHT GLAZING WITH ALUMINIUM FRAMING EITHER GLASS OR POLYCARBONATE
TS	TENANT SIGNAGE
SC	STEEL COLUMN
RS	METAL ROOF SHEETING
CP	CLIMBING PLANT ZONE
BS	ALUMINIUM BATTEN SCREEN FOR PLANT AREA
CBS	COLOURED BATTENS SCREEN ALUMINIUM



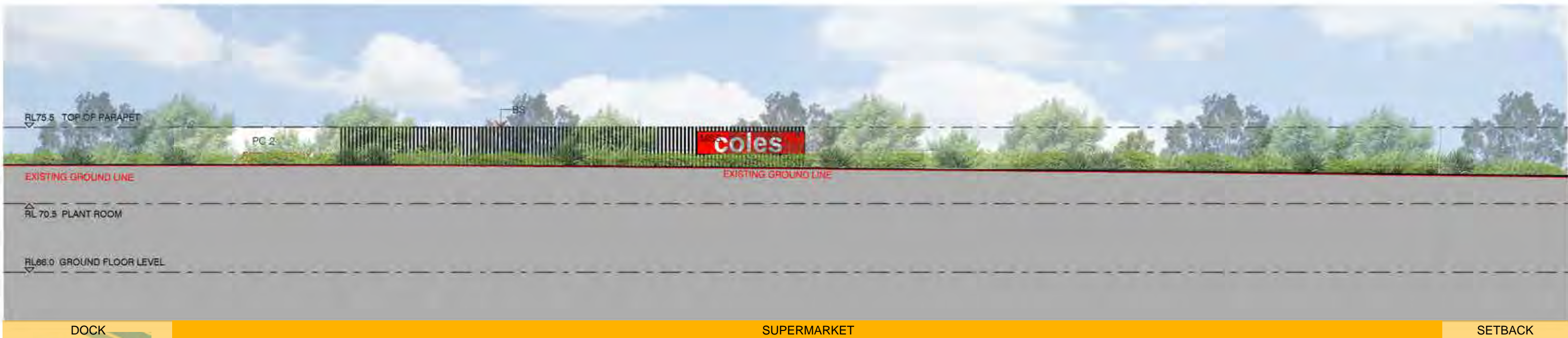


LEGEND	
FTR	FEATURE TIMBER RAFTERS AND COLUMNS
MSS	MAJOR SUPERMARKET SIGNAGE
MWS	METAL WALL SHEETING
PC 1	CONCRETE PANELS PAINTED FEATURE WALL PATTERN
PC 2	CONCRETE PANELS PAINTED WHITE
PC 3	CONCRETE PANELS PAINTED DARK COLOUR WITH BATTENS OR PAINTED WHITE STRIPS
FB	FACE BRICK
PFC	PAINTED FIRE CEMENT CLADDING WITH EXPRESS JOINTS
SFG	SHOPFRONT GLAZING WITH ALUMINIUM FRAMING
HLG	HIGHLIGHT GLAZING WITH ALUMINIUM FRAMING EITHER GLASS OR POLYCARBONATE
TS	TENANT SIGNAGE
SC	STEEL COLUMN
RS	METAL ROOF SHEETING
CP	CLIMBING PLANT ZONE
BS	ALUMINIUM BATTEN SCREEN FOR PLANT AREA
CBS	COLOURED BATTENS SCREEN ALUMINIUM

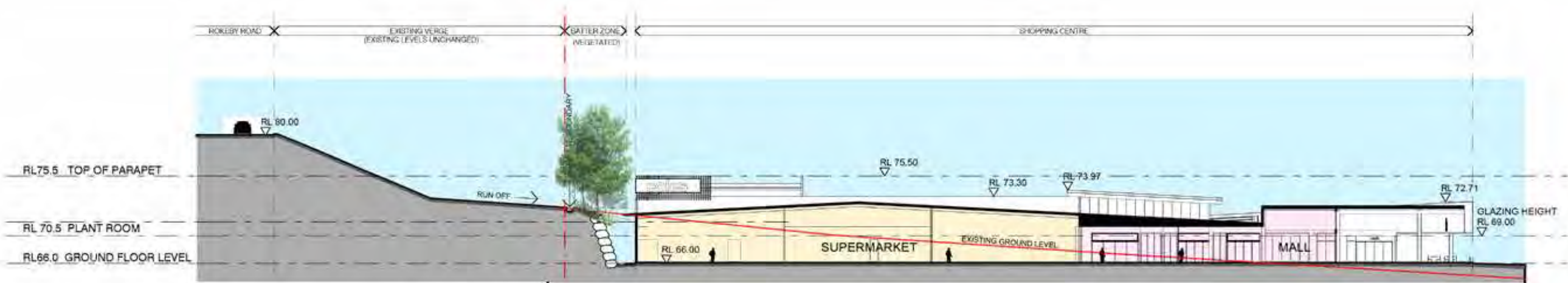
2.18 SOUTH ELEVATION



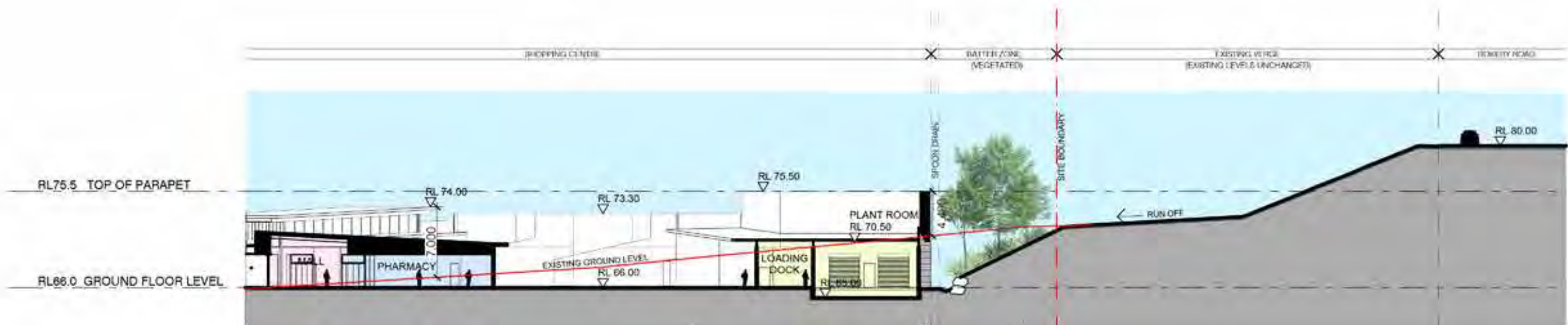
SOUTH LOW ELEVATION



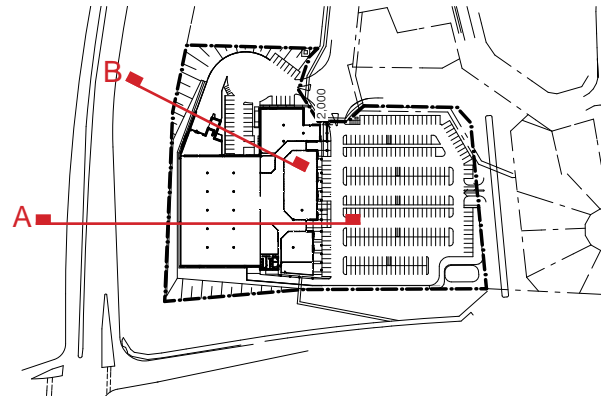
SOUTH HIGH ELEVATION

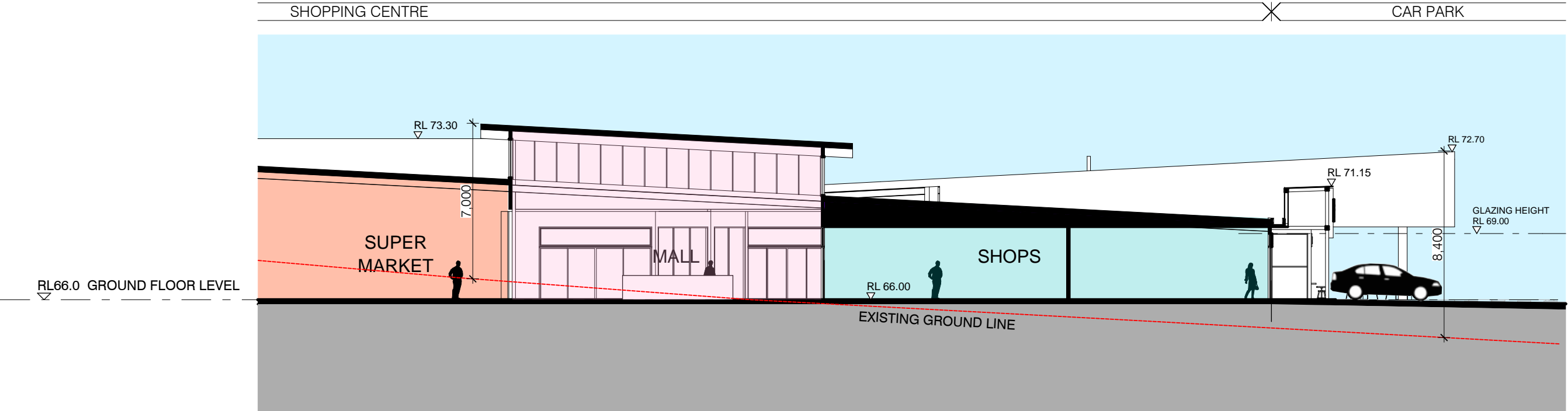


SECTION A

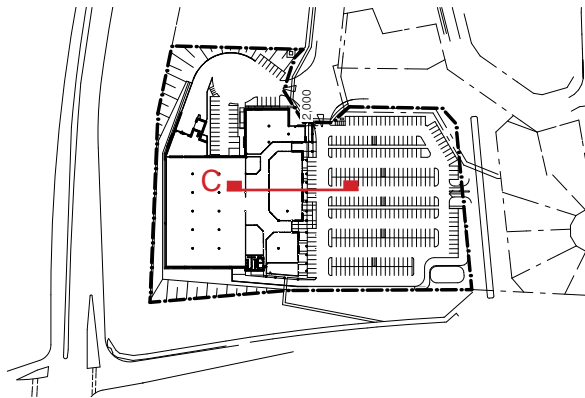


SECTION B





SECTION C

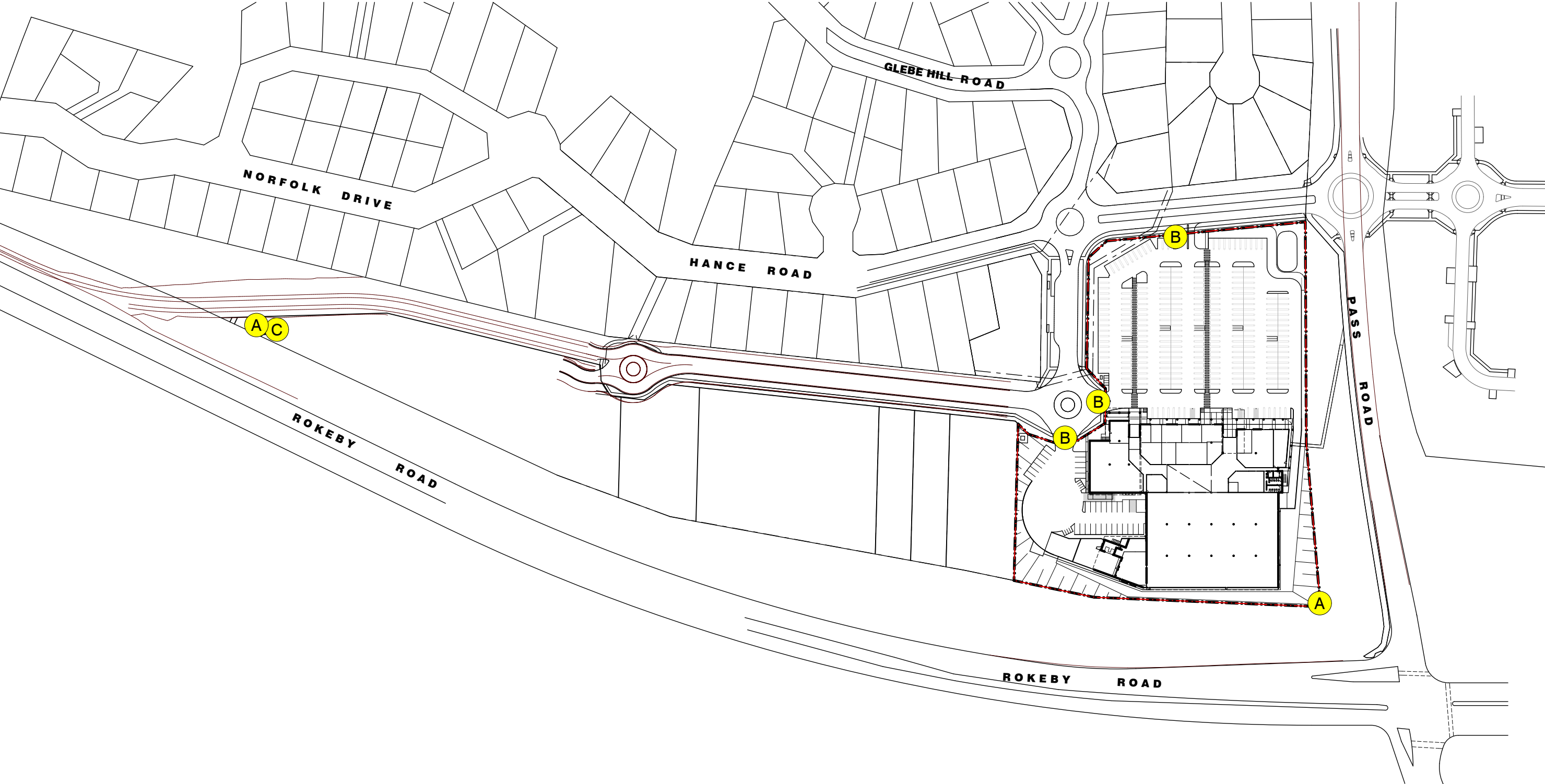


3.0

PROPOSED SIGNAGE

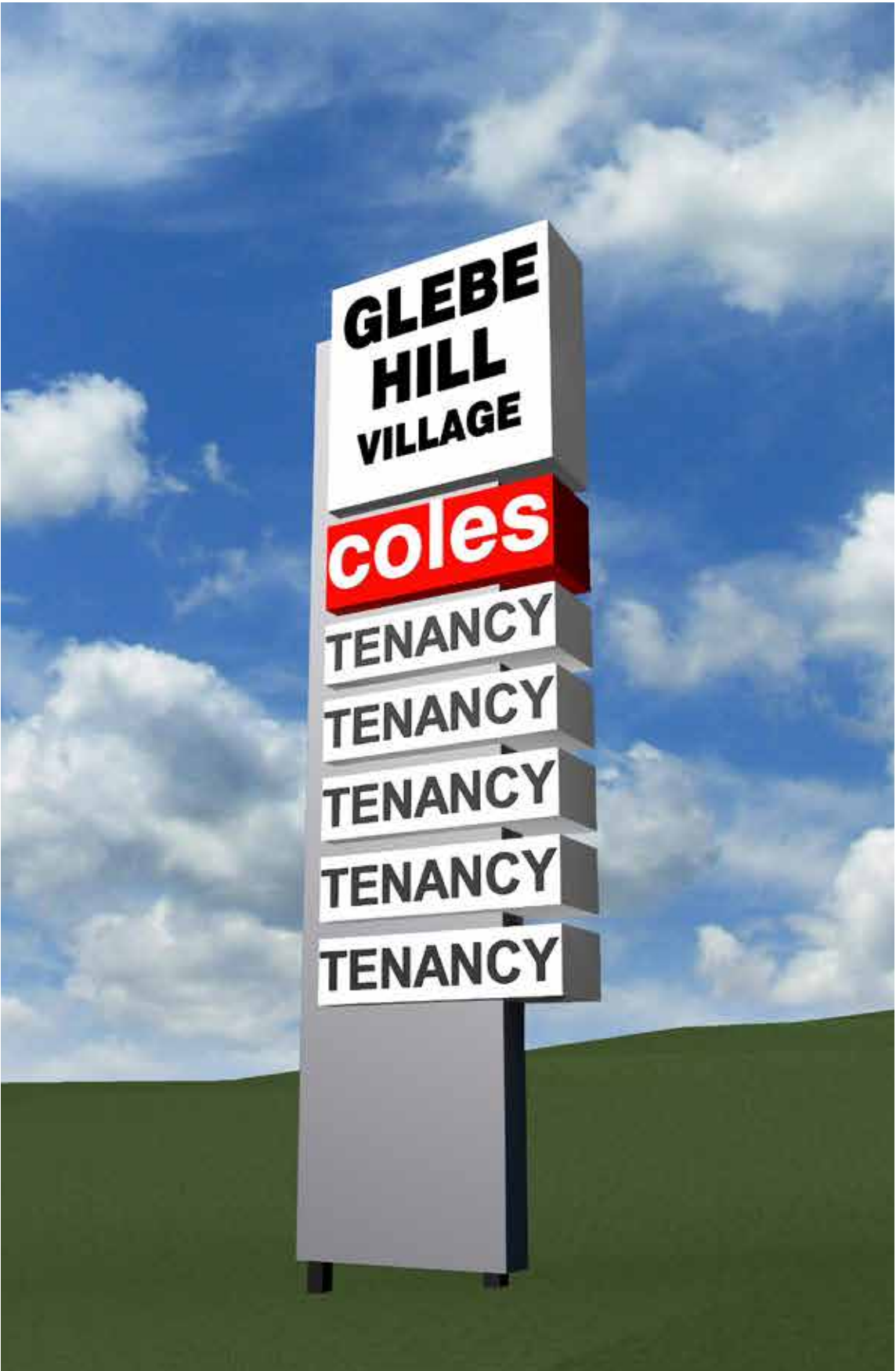
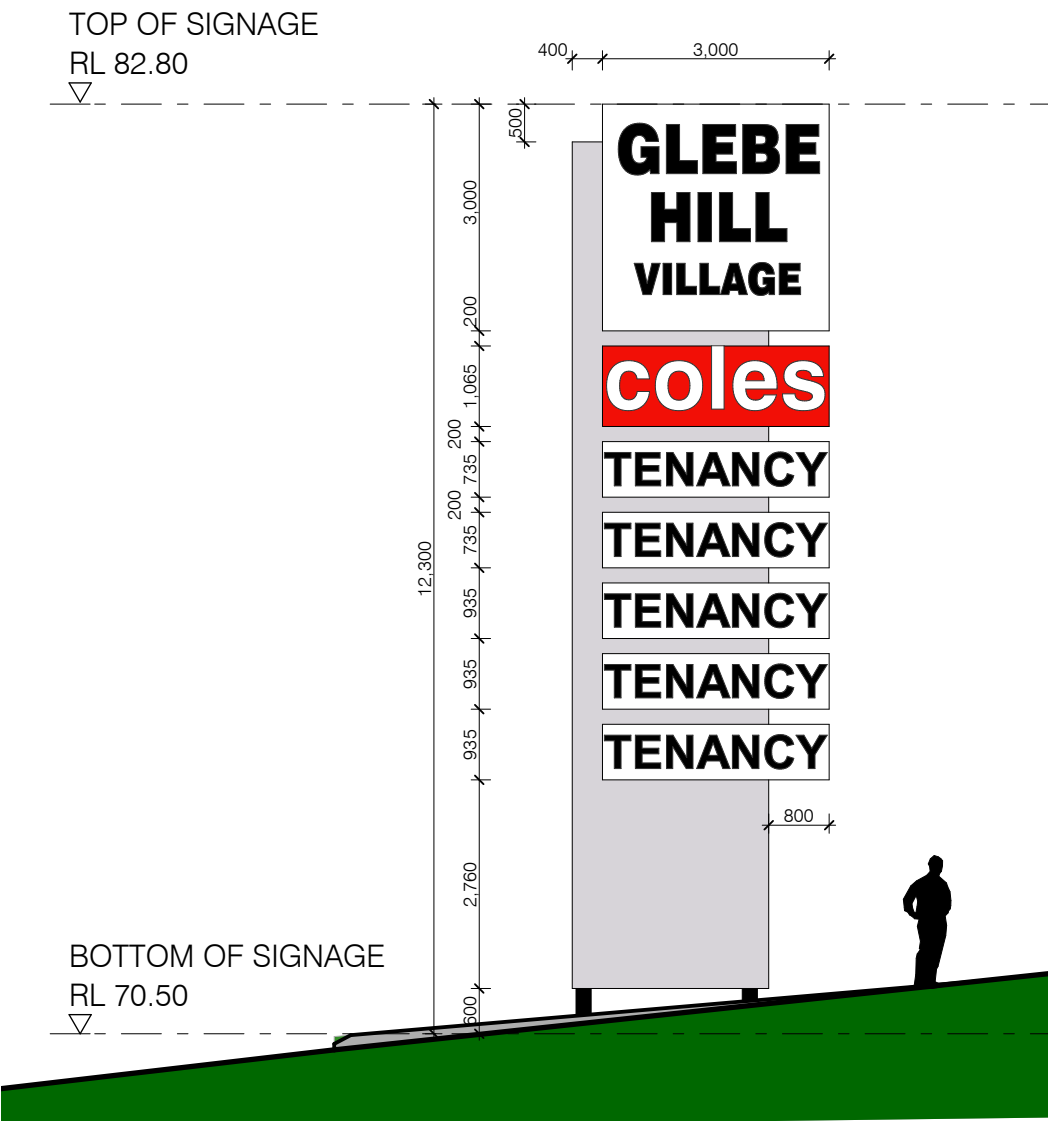


- A** SHOPPING CENTRE
ENTRY SIGNAGE
- B** DIRECTIONAL SIGNAGE
- C** TEMPORARY SIGN FOR
LEASING

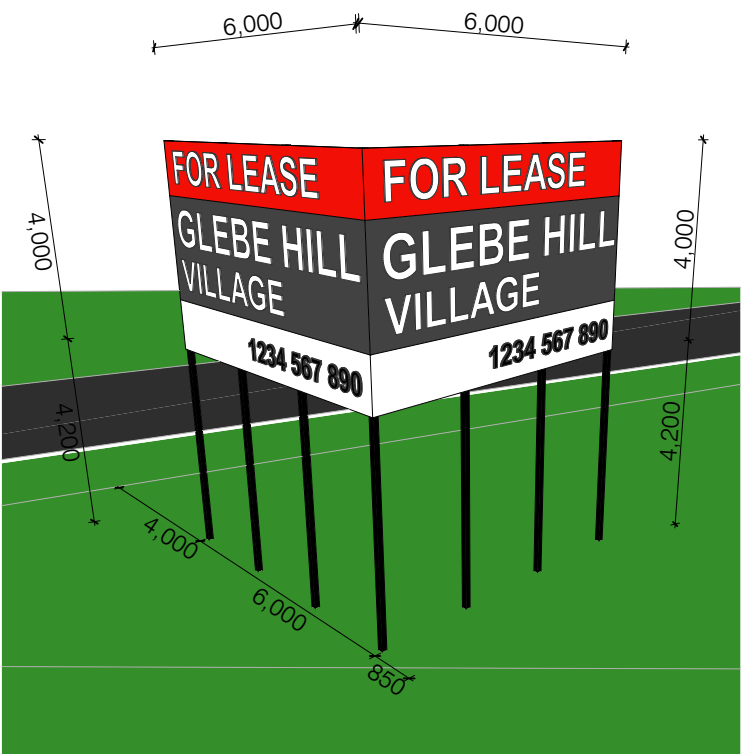
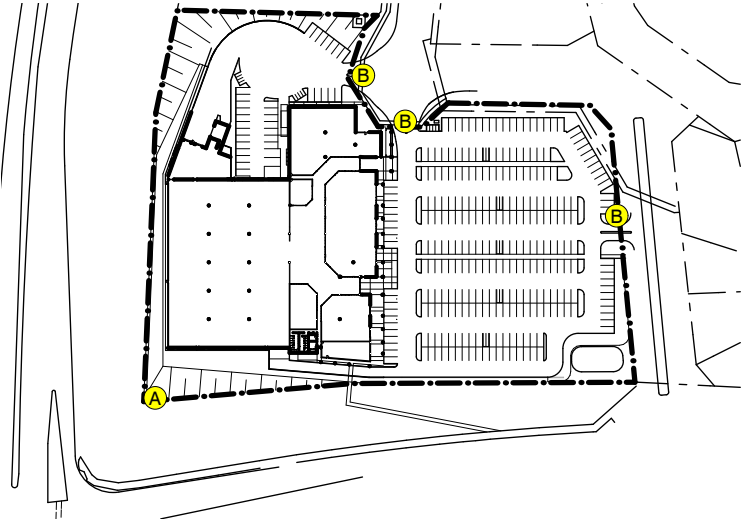




B 0.9m x 1.2m DIRECTIONAL SIGNAGE



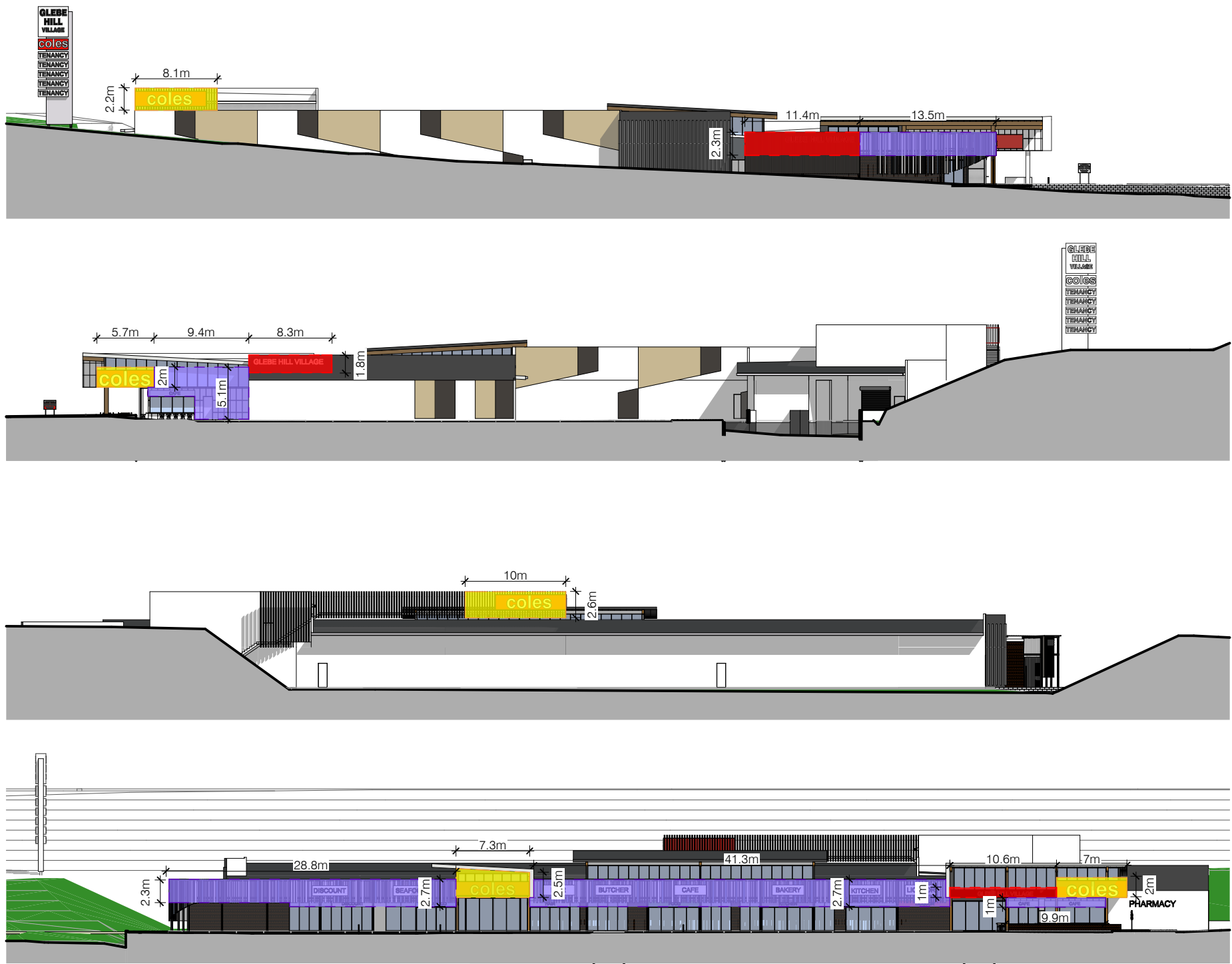
A SHOPPING CENTRE ENRTY SIGNAGE



C 2 of 4m x 6m TEMPORARY SIGN FOR LEASING IN A V CONFIGURATION FACING ROKEBY ROAD (TEXT AND COLOURS FOR EXAMPLE ONLY)

3.3

TOTAL DISPLAY AREA OF SIGNAGES



- LEGEND
- MAJOR SUPERMARKET SIGNAGE ZONE
 - CENTRE SIGNAGE ZONE
 - TENANT SIGNAGE ZONE

4.0

LANDSCAPE DESIGN INTENT



4.1

PROPOSED LANDSCAPE PLAN



Screen Planting

SCREEN PLANTING



Acacia mearnsii
Black Wattle



Acacia melanoxylon
Blackwood



Allocasuarina littoralis
Bulloak



Dodonaea viscosa
Hop Bush



Eucalyptus obliqua
Stringybark



Eucalyptus risdonii
Risdon Peppermint

GROUND COVER



Dianella brevicaulis
Arching Flax Lily



Poa labillardierei
Silver Tussock-grass




Dichondra repens
Kidney Weed




Pelargonium australe
Southern Storksbill

Internal Landscape Palette


CAR PARK TREES




Acacia dealbata
Silver Wattle




Nothofagus cunninghamii
Myrtle




Callitris rhomboidea
Oyster Bay Pine



Eucalyptus gunnii
Cider Gum




Lagarostrobos franklinii
Huon Pine




Callitris oblonga
South Esk Pine


HEDGING




Correa alba
White Correa




Elaeocarpus reticulatus
Blueberry Ash




Eucryphia lucida
Leatherwood



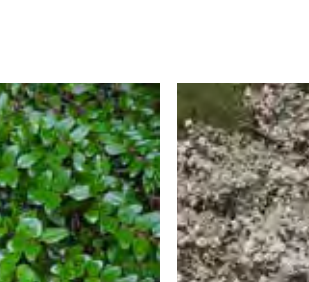
Kunzea ambigua
Sweet Scented Kunzea



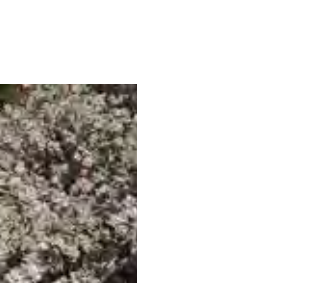
Melaleuca gibbosa
Slender Honey



Melaleuca pustulata
Yellow Paperbark

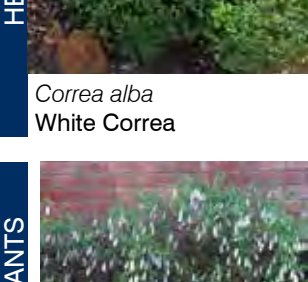


Nothofagus cunninghamii
Myrtle




Zieria littoralis
Downy Zieria

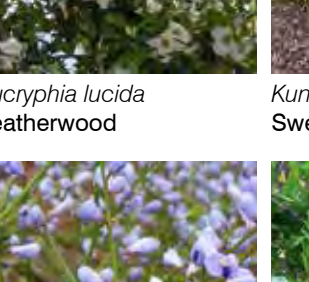
CLIMBING PLANTS




Billardiera longiflora
Climbing White Berry



Clematis aristata
Old Man's Beard

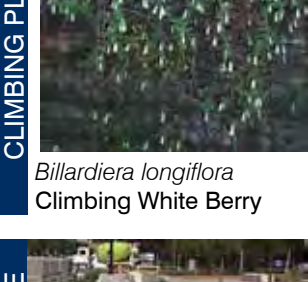


Comesperma volubile
Blue Love-Creeper




Pandorea pandorana
Wonga Vine

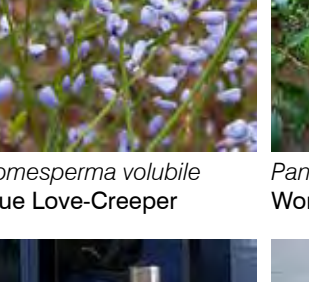
HARDSCAPE PALETTE



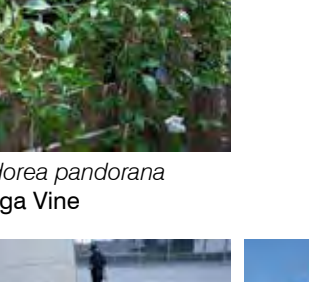
Coloured Concrete



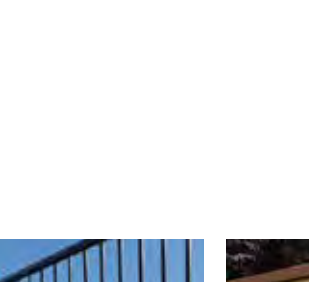
Bench Seat



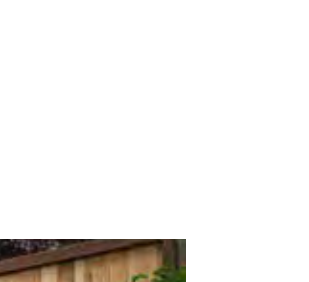
Black/Stainless or Galvan-
ised depending on location



Looped Bike Rail



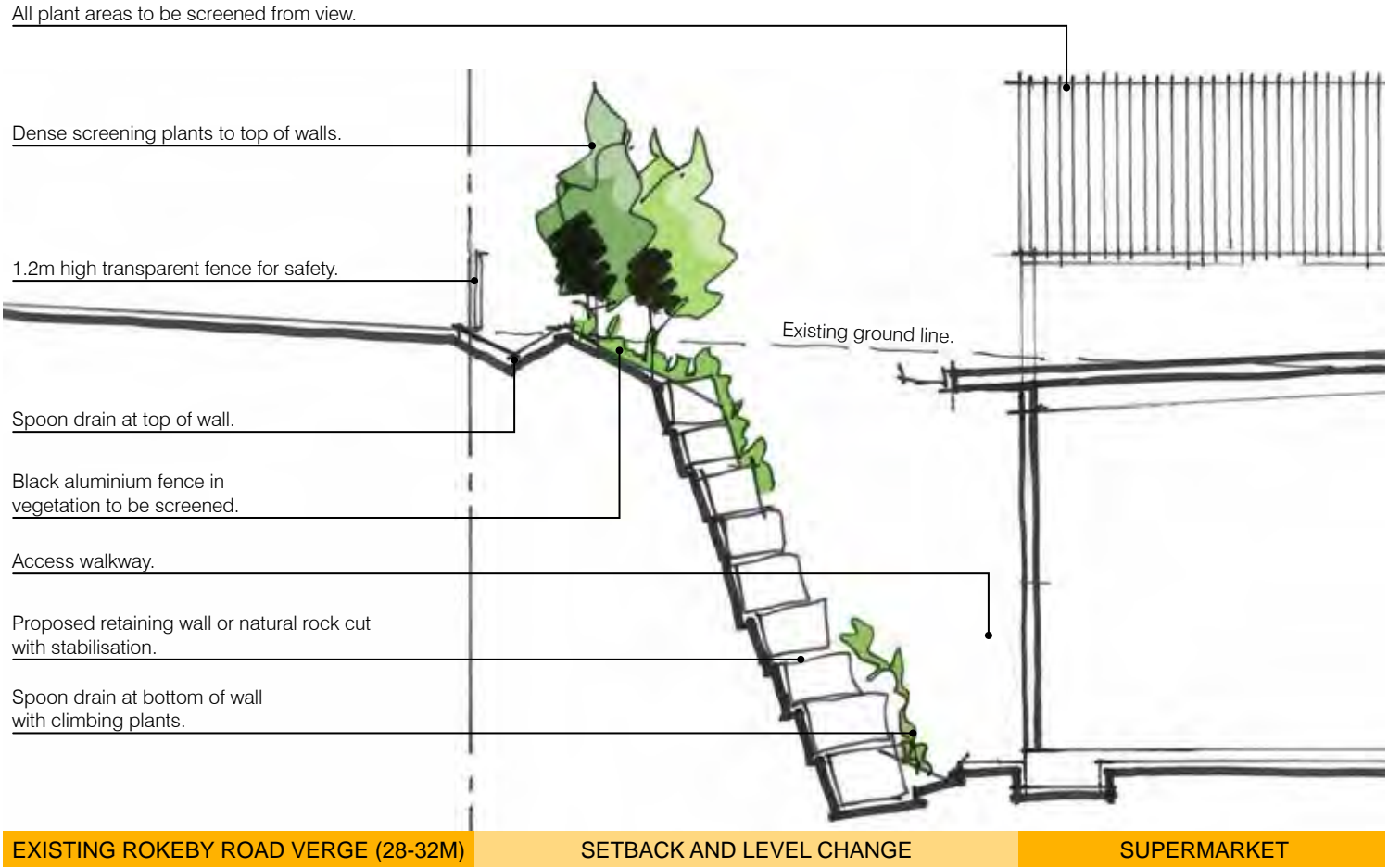
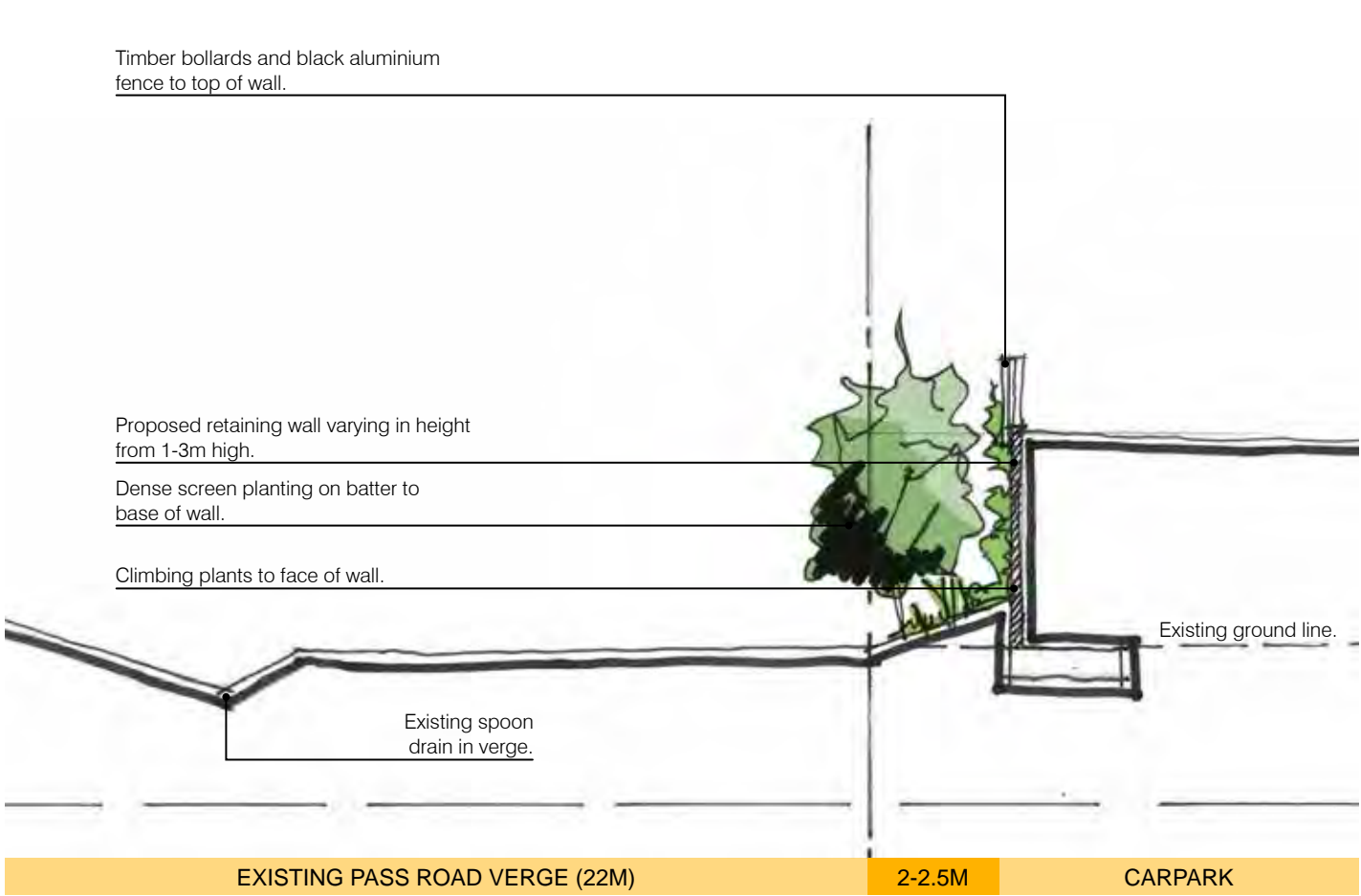
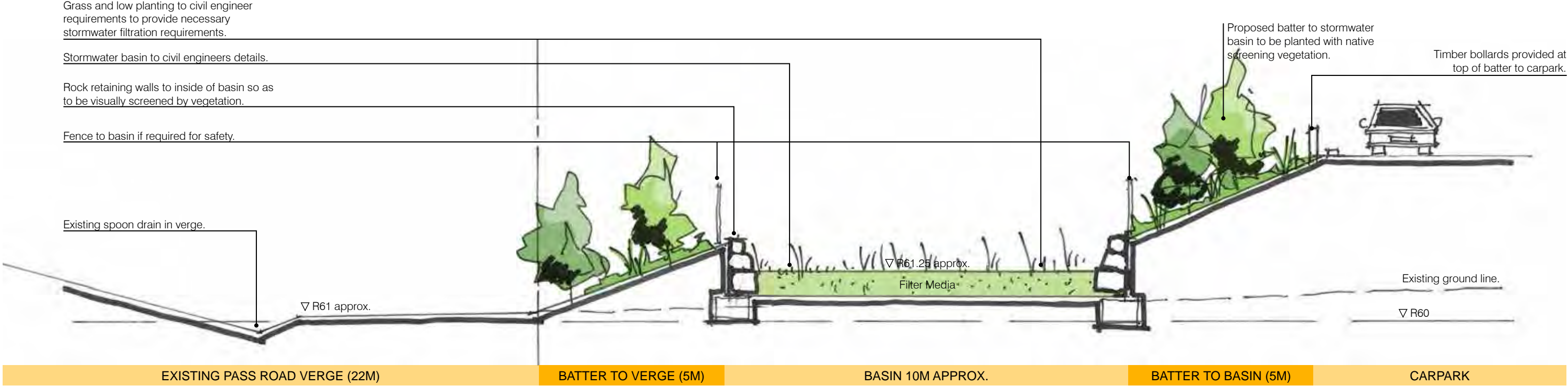
1.2m High Transparent
Fence



1.8m High Privacy Fence

NOTE:
Planting species subject to availability and can be substituted with similar appropriate species.

4.3 LANDSCAPE SECTIONS



30 Pass Road, HOWRAH



Aerial view of the site (Image courtesy of www.googlemaps.com)



Subject property, viewed from Pass Road looking southwest towards Rokeby Road



Subject property viewed from Rokeby Road, looking northeast towards Pass Road