

# Planning Report

Tract



## Planning Permit Application

158-162 High Street, Belmont

Prepared for Coles Group Property Developments Ltd

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# Overview

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## Background

Applicant / Owner	Coles Group Property Developments Ltd
Address	158-162 High Street, Belmont
Lot Description	Land in Plan of Consolidation 363115

## Relevant Planning Provisions

Municipal Planning Strategy	Clause 02.03 Strategic Directions
Planning Policy Framework	Clause 11 Settlement Clause 15 Built Environment Clause 17 Economic Development Clause 19 Infrastructure
Zone	Clause 34.01 Commercial 1 Zone
Overlays	N/A
Particular Provisions	Clause 52.06 Car Parking Clause 52.34 Bicycle Facilities Clause 53.22 Significant Economic Development
Strategic Planning Documents	City of Greater Geelong Retail Strategy 2020-2036

## Permit Application Details

Description of Proposal	Buildings and works associated with the redevelopment of the Site for the purpose of a supermarket, bottle shop and associated signage.
Permit Requirement	A permit is required to: <ul style="list-style-type: none"><li>Construct a building and carry out works (Clause 34.01-4)</li><li>Display of signs (Clause 52.05-11)</li><li>Reduction in the car parking requirement (Clause 52.06-3)</li></ul>

# Quality Assurance

## Planning Report

Planning Permit Application  
158-162 High Street, Belmont

Project Number  
321-0877-01-P

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## Revisions

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Issue	Date	Description	Prepared By	Reviewed By	Project Principal
01	11/05/2023	Town Planning Report	MC	MC	JN
02	08/12/2023	RFI Response Report	PA	JK	JK
03	12/07/2024	DFP Lodgement	PA	JK	JK

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# 1 Introduction

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## 1.1 Purpose

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This report has been prepared by Tract Consultants Pty Ltd upon the instructions of **Coles Group Property Development** Ltd to assess a permit application to redevelop the land at 158-162 High Street, Belmont (the 'Site') for a new Coles supermarket and bottle shop with associated signage (the 'Proposal').

## 1.2 Limitations

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This report has considered the following documents:

- Greater Geelong Planning Scheme;
- Pre-application Meeting notes prepared by the City of Greater Geelong;
- Town Planning Package (Architectural Plans and Urban Context Report/Design Response) prepared by CHC Architects;
- Landscape Plan prepared by Tract Consultants;
- Traffic Impact Assessment and Green Travel Plan prepared by Ratio;
- Waste Management Plan prepared by Ratio;
- Sustainability Management Plan prepared by Ark Resources;
- Acoustic Report prepared by Clarity Acoustics;
- Letter of Advice – Legal Access Mechanism prepared by Herbert Smith Freehills;
- Various comments received from external referral authorities; and
- Various comments received from City of Geelong Council (Requests for Further Information and informal comments).

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## 2 Background

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A planning permit application was lodged with the City of Greater Geelong on the 9<sup>th</sup> of May 2023, following two pre-application meetings with the City of Greater Geelong on 4<sup>th</sup> March 2022 and 29<sup>th</sup> November 2022 respectively. A summary and response to the comments provided following each pre-application meeting is provided below.

This planning permit application to the Development Facilitation Program, pursuant to Clause 53.22 of the Greater Geelong Planning Scheme, follows the planning permit application which has been detailed below.

### 2.1 Planning Permit Application Overview

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The proposed development has been subject to an extensive planning permit application process to date with a significant amount of work undertaken by the Applicant in conjunction with Council to get the application in its current form. The below overview of the history of the planning application demonstrates the level of engagement and responsiveness undertaken by the Applicant and project team in seeking to address comments received by Council and external referral authorities. This has resulted in what is considered to be a highly resolved and well considered development proposal.

As relevant, key documents listed below have been included as Appendices to this report to assist DTP in their assessment to have an understanding of the key matters raised and how each of these have been addressed/resolved.

- **4<sup>th</sup> March 2022** – First Pre-Application meeting with City of Greater Geelong (Council)
  - Initial comments from Council’s Planning, Traffic and Urban Design departments provided (refer to Section 2.2 below for further details).
- **29<sup>th</sup> November 2022** – Second Pre-Application meeting with Council
  - Council’s Planning, Traffic and Urban Design departments were present, and reviewed the material prior to the meeting.
  - Council’s Parks, Waste, Health, Heritage & ESD departments also reviewed the material and provided comment.
  - Refer to Section 2.3 below for further details.
- **9<sup>th</sup> May 2023** – Application formally lodged with Council.
- **16<sup>th</sup> June 2023** – Request for Further Information (RFI) issued by Council
  - Internal and external referral comments are received as they arrive in June and July.
- **27<sup>th</sup> June 2023** – Consent to the issue of a planning permit (subject to permit conditions) received from The Department of Transport and Planning (Transport).
- **28<sup>th</sup> July 2023** – Meeting held with Council’s Planning, Engineering and Urban Design to discuss RFI items.
  - Coles/Tract and Council agree on the strategic direction of the application and which RFI items are appropriate.
- **August – November 2023** – Coles/Tract work on extensive RFI Response amendment following the meeting, including detailed and complex negotiations with Barwon Water which is resolved prior to re-lodgement of the application.
- **8<sup>th</sup> December 2023** – RFI Response, Referral Comment Response & Section 50 Amendment lodged with Council
  - Section 50 Amendment incorporated to include car parking waiver permit trigger (minor reduction).

- Documents re-referred by Council.
- **16<sup>th</sup> January 2024** – Second RFI issued by Council including additional referral comments in relation to RFI Response and s50 Amendment lodgement.
- **6<sup>th</sup> February 2024** – Meeting held with Council to discuss pathway forward for the application.
  - Council raised additional items during the meeting including rectification of a historical issue on the Site regarding legal access.
  - The meeting identified items to be addressed prior to advertising and items that can be addressed concurrently with, or post-advertising.
  - Tract/Coles and Council agree on direction of the application.
- **February-March 2024** – Council seeks legal advice on pathway to ensure legal access is achieved.
  - Initial comments indicate a preference for an amendment to the application to include a carriageway easement.
- **5<sup>th</sup> March 2024** – Consent to the issue of a planning permit received from Barwon Water.
- **22<sup>nd</sup> March 2024** – Tract/Coles provide detailed response in relation to items identified during February 6<sup>th</sup> meeting with Council.
  - Tract/Coles agree that legal access should be formalised as part of the application and propose preferred mechanism for legal access in lieu of Council’s position.
  - Documents are re-referred by Council.
- **8<sup>th</sup> April 2024** – Council seeks Tract/Coles to submit a s 50 Amendment to include a carriageway easement in the application.
- **11<sup>th</sup> April 2024** – Tract/Coles submit legal advice to Council in relation to a proposed Section 173 Agreement mechanism for legal access, instead of a carriageway easement.
- **1<sup>st</sup> May 2024** – Tract/Coles instruct Council to proceed to advertising the application.
- **19<sup>th</sup> June 2024** – Response received from Council’s legal team agreeing to proposed Section 173 Agreement to secure access (via email from Planning). Additional comments received from Council’s Urban Design, Public Realm and Parks department also received.

## 2.2 Pre-application Meeting 1 - 4 March 2022

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The first pre-application meeting was primarily focused on car parking and access matters relating to the current use of the existing car park and its relationship with commercial tenancies on adjoining lots and the role of the Site in providing vehicle access between High Street and Council’s car park at 21 Church Street, Belmont.

In accordance with Council comments, the Proposal:

- maximises the retention of car parking spaces adjoining the commercial tenancies at 164 High Street, Belmont;
- does not propose any ‘small car spaces’;
- provides a vehicle access carriageway within the Site to connect the Council car park to High Street; and
- includes the requested supporting information.

## 2.3 Pre-application Meeting 1 - 29 November 2022

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The second pre-application focused primarily on urban design matters and the previously proposed redirection of Discovery Lane.

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In response to the traffic comments received and an on-site meeting between Ratio and Council's traffic department, the proposed redirection of Discovery Lane was abandoned and replaced with a turntable loading dock which allows delivery and waste collection trucks to enter and exit the site via Church Street (without using Discovery Lane).

In relation to the urban design comments, it is noted:

- The comments are inconsistent with the Council's previous traffic comments which sought to maintain car parking spaces along the shared boundary with 164 High Street, Belmont and provide a carriageway between High Street and the Council car park.
- The comments do not acknowledge the irregular shape of the Site which effectively removes an opportunity for a full-line supermarket to be located on the narrow section of the Site with a frontage to High Street.
- The comments do not recognise the role of the front section of the site in providing an access route for vehicles to exit Discovery Lane under its one-way operation.
- The comments place a heavy reliance on the objectives of the Victoria Urban Design Guidelines (VUDG) and generally seek to relocate the supermarket building to the High Street frontage. The VUDG are not incorporated into the Greater Geelong Planning Scheme (or any other planning scheme). As the VUDG have not been incorporated into the planning scheme, the VUDG are policy/background documents that should not be used to inform permit application decisions.

The purpose of policy/background documents (such as the VUDG) is to assist in the preparation of new policies and provide contextual information to assist in the application of existing policies (not to form policy requirements in their own right).

## 2.4 Response from External Referral Authorities

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### 2.4.1 Barwon Water

Extensive consultation and design collaboration between the project team and Barwon Water has resulted in Barwon Water providing their consent to the issue of a planning permit via correspondence dated 5 March 2024.

Refer Barwon Water letter dated 5 March 2024 for further information.

### 2.4.2 Department of Transport and Planning (Transport)

The Department of Transport and Planning (Transport) provided correspondence dated 27 June 2023, noting no objection to the issue of a planning permit, subject to conditions being placed on the planning permit.

Refer DTP letter dated 27 June 2023 for further information.

### 2.4.3 Victoria Police

The application was referred to Victoria Police by the City of Geelong during the Council planning permit application process. Victoria Police does not object to the issue of a planning permit.

### 2.4.4 Environmental Protection Agency (EPA)

The application was referred to the EPA by the City of Geelong during the Council planning permit application process. Comments were provided by the EPA and responded to in the first RFI response dated 8<sup>th</sup> December 2023. A further response was received from the EPA maintaining their initial comments.

On the basis that Council's Environmental Health department have provided support for the application (subject to conditions), and that the EPA is not a referral authority pursuant to Section 55 of the *Planning & Environment Act 1987*, it was agreed with Council's Planning department at a meeting held on the 6<sup>th</sup> February 2024 that the position of Council's Environmental Health department would take precedence.

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### 3 Site & Surrounds

#### 3.1 Site Analysis

The Site comprises one parcel, formally identified as PC364115. The north-east corner of the Site is impacted by a drainage easement (i.e., 'E-1') in favour of the City of Greater Geelong ('CoGG').

The Site is not affected by any further encumbering easements, covenants, caveats or restrictions under Section 173 of the Planning and Environment Act 1987 or Subdivision Act 1988.

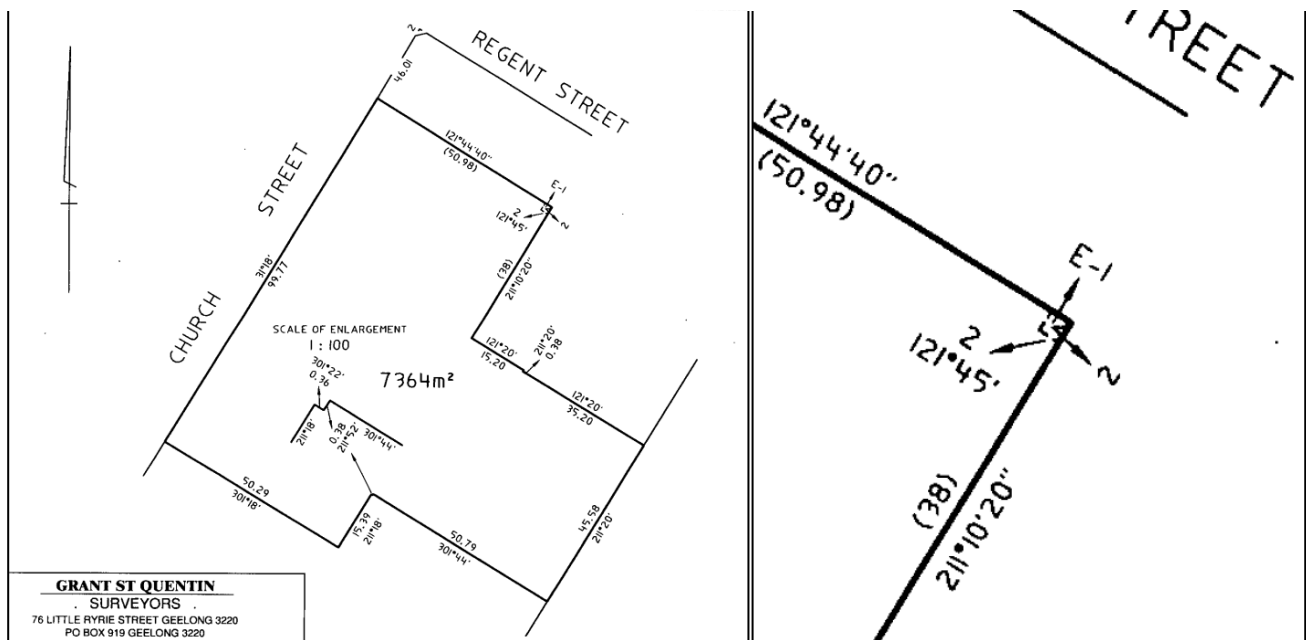


Figure 1. Excerpt from PC364115

Refer to **Appendix A – Certificate of Title**.

The Site is irregular in shape with a 99.8 metre interface to Church Street and a 45.6 metre interface to High Street. The maximum depth of the Site is 101.3 metres, yielding a total area of 7,345.11m<sup>2</sup>.

Vehicular access to the Site is provided via three crossovers to Church Street and two crossovers to High Street. It is also accessible via Discovery Lane, a Council road reserve (laneway) connecting Regent Street to the north-east directly to the Site.

The Site is currently occupied by an existing Coles supermarket building and associated car park, with some scattered planted vegetation. Car parking currently surrounds the building on all sides, with a single row located along the site's north-western façade accessible from Church Street.

The main pedestrian entrance to the existing Coles building is to the south-east, with an at-grade car parking area separating this entrance from High Street. Loading and waste collection vehicles access the existing Coles loading bay, which is located along the south-western side of the building, via Church Street.

Belmont Walk extends along the southern boundary of the eastern section of the Site. Belmont Walk currently provides vehicle access between the Council Car Park and High Street.



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Figure 2. Site Aerial (Source: Nearmap)



## 3.2 Site Interfaces

The Site's interfaces are summarised below.

### 3.2.1 North

To the north-east, the Site interfaces with 25-27 Regent Street, Belmont, which currently operates as the Geelong Masonic Centre. This site is subject to Heritage Overlay – Schedule 1860 (HO1860). Except for a small building in the south-east corner of the adjoining site, the buildings on the adjoining site are setback from the shared boundary approximately 5m. This setback is principally occupied by a sealed driveway and footpath connecting to Church Street. Buildings on the adjoining site are orientated towards Regent Street with some rear windows and doorways facing towards the Site. The Site has an interface with the rear of these buildings.



Figure 3. Northern Interface (Church Street)



Figure 4. 25-27 Regent Street, Belmont - Regent Street Frontage (Source: Google Earth)

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### 3.2.2 South

The Site interfaces with 21 Church Street, Belmont along the western portion of its southern boundary (the 'Council Car Park).

The Council Car park consists of two rows of car parking spaces accessed via a central aisle. Access to the traffic aisle is provided via vehicle crossover to Church Street to the north and via the existing Coles car park to the south.

Land on the southern side of Council Car Park is used as small shops orientated towards the Site.



Figure 5. Interface to Council Car Park



Figure 6. North-west facing shops at 164 High Street

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### 3.2.3 East

The Site is bordered by High Street to its south-east. High Street is a two-lane Transport 3 Zone Road with a central turning aisle providing access to the Site for vehicles travelling south. No. 156 High Street, Belmont operates as an existing Westpac bank branch along the sites north-eastern boundary. Along the sites south-eastern boundary are a series of small shopfronts (No. 164 High Street) fronting on to the Coles car parking area. High Street presents as a typical, 1-2 storey commercial, main street environment predominantly occupied by shops with limited commercial services businesses also present.



Figure 7. View of Coles main entry from High Street (eastern interface)

### 3.2.4 West

The Site's north-western interface is Church Street, a local two-lane street. Directly opposite the Site are several commercial tenancies including health practices/consulting services, a hair studio, osteopath and a podiatrist with an adjacent Council car park. The current Coles building is set back from Church Street to provide a row of car parking spaces within the Site. Further to the north-west are several residential interfaces that predominantly have frontage to Thomson Street or Regent Street.

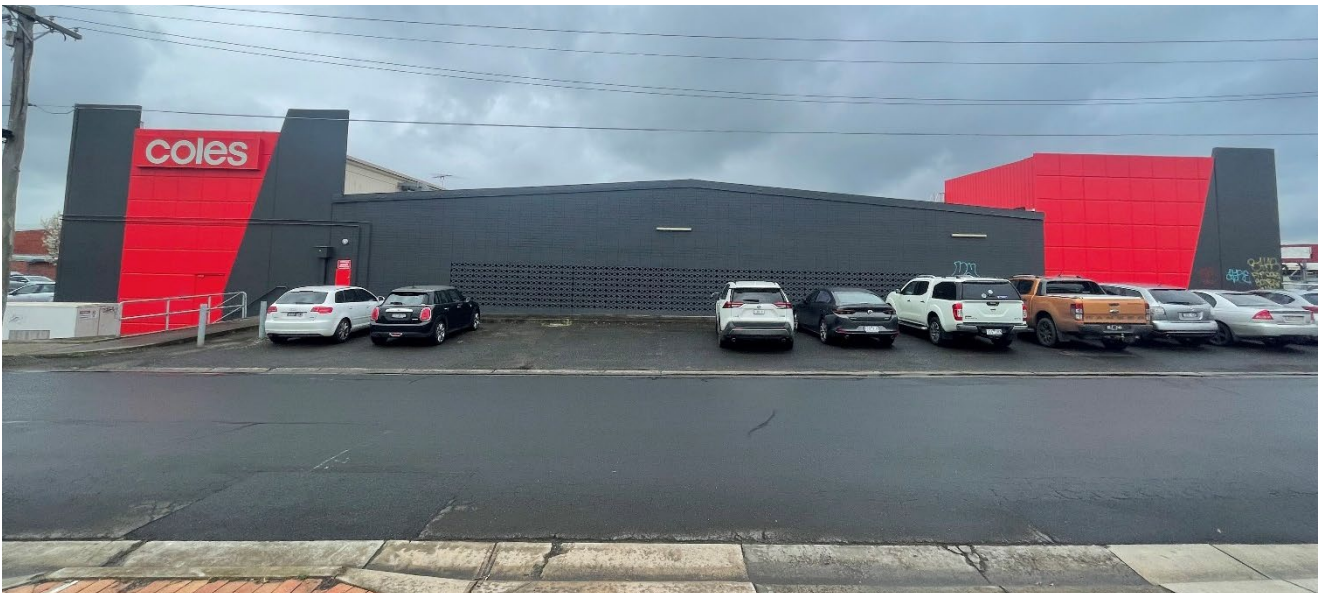


Figure 8. Church Street Frontage

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### 3.3 Site Context

The Site's immediate context is located within the High Street, Belmont sub-regional activity centre. In accordance with the activity centre context, the surrounding land uses are predominantly commercial, including shops and medical centres.

The Site is surrounded to the east, south-east, and south by commercial properties including a mix of retail stores, food and drink premises and offices. The surrounding area contains additional large car parks associated with some of these uses.

Refer to Figure 9 below.



Figure 9. Context Plan

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## 4 Proposal

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### 4.1 Overview

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The application seeks a planning permit to redevelop the Site for a full-line supermarket, a retail tenancy and the display of associated signs.

Similar to the existing development of the Site, the proposal continues to set back the supermarket/bottle shop building behind a small area of car parking and vehicle circulation area accessed via High Street. The retail tenancy will operate as an independent tenancy accessed via a common lobby within the Coles Supermarket.

The Proposal utilises high quality materials including exposed brickwork and structural elements to deliver a contemporary architectural design which responds both to the retail character of High Street, the commercial services character of Church Street and the heritage character of the former Uniting Church building.

This section should be read in conjunction with the town planning drawings prepared by CHC Architects.



Figure 10. High Street Interface - Southern Section (CHC Architects)

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Figure 11. High Street Interface - Southern Section (CHC Architects)



Figure 12. Church Street Interface - Southern Section (CHC Architects)

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Figure 13. Proposed Church Site Interface (CHC Architects)



Figure 14. Proposed Church Street Interface (northern end)

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## 4.2 Planning Permit Triggers

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The Proposal requires a planning permit to:

- Construct a building and carry out works (Clause 34.01-4)
- Display of signs (Clause 52.05-11)
- Reduction of car parking spaces (Clause 52.06-3)

## 4.3 Key Elements (Buildings and Works)

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Key elements of the proposal include:

- 3,626m<sup>2</sup> Supermarket including staff facilities and associated office space within a mezzanine (181m<sup>2</sup>).
- 205m<sup>2</sup> retail tenancy.
- Ground-level lobby providing access to the supermarket and retail tenancy.
- Travelator and lift access between the basement car park and the ground floor entrance lobby.
- Turntable loading dock accessed via Church Street.
- 21 ground level car parking spaces.
- 161 basement car parking spaces (including 3 'click and collect' spaces).
- 17 bicycle spaces (7 employee and 10 visitor).

## 4.4 Architectural Response

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The proposed architectural scheme provides a contemporary response to the Site incorporating biophilic design principles such as natural elements to create a calming and inviting atmosphere which sets the scene for the architectural response across the site.

### 4.4.1 High Street Façade

The façade is anchored by a vertical pattern finish which provides a consistent base for the building along parts of all facades, and which provides a high-quality reference to the surrounding context. The main façade, which is oriented towards High Street, will adopt a double height structure which expresses a different rhythm to create a sense of depth and articulation. The main façade makes use of the elevated structure to highlight key entry points into the site and which also serve as a forecourt to encourage gathering/lingering spaces which are well sheltered.

Over the course of the Council planning permit application, the applicant team have worked closely with Council to refine the architectural style of the development. As identified in the figures below, the refined façade presents a neutral and more integrated design response.

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Figure 15. Front Façade proposed in original application (CHC Architects)



Figure 16. Front Façade updated design (CHC Architects)

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Figure 17. Front Façade proposed in original application (CHC Architects)



Figure 18. Front Façade updated design (CHC Architects)

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#### 4.4.2 Church Street & Council Car Park Interface

The southern façade (which fronts the Council car park) adopts the brick look finish at the key corner focal points whilst adopting a vertical pattern finish through the centre of the façade interspersed with perforated screens to accommodate creeping landscaping features. The brick look feature turns the corner to Church Street and is then similarly broken up by vertical patterned screens and paintwork along with additional perforated screens for creeping landscape features. Towards the northern end of this façade is the loading dock which adopts the brick look finish to complement the existing church building and well separated by way of generous setbacks to the building itself.

The proposed rear façade has been amended during the Council planning permit application process to include additional façade articulation along the Church Street interface. As noted in discussions with Council during the application process, there is no ability to provide additional glazing to the rear façade due to the operational requirements of the supermarket. The Church Street façade is immediately adjacent to the supermarket's back of house area, which includes staff amenities and other functional requirements such as storerooms, including refrigerated and frozen items. Accordingly, the proposed design response includes improved articulation and landscape treatment along the façade, in lieu of additional glazing.



Figure 19. Church Street Façade proposed in original application (CHC Architects)



Figure 20. Church St Façade updated design (CHC Architects)

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Figure 21. Church Street Façade proposed in original application (CHC Architects)



Figure 22. Church St Façade updated design (CHC Architects)

Refer to the architectural package prepared by CHC Architects for further information and design principles that inform the overall design response.

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## 4.5 Access

### 4.5.1 Access to the Site

Improved pedestrian access across the site will be achieved via a four-metre-wide pedestrian link and landscaped arbour structure which straddles the north-eastern boundary of the site, along with an upgrade and widening of the existing pedestrian path along the south-western boundary (adjacent to the existing shops).

To accommodate additional car parking commensurate with the additional floor area being sought, the front of the site will also be serviced by a new basement car park with car parking at ground level above.

The loading/waste collection access to the Site will be provided by a turntable loading dock accessed via Church Street.

The proposed building is orientated toward High Street and utilises a contemporary architectural design to optimise passive surveillance and the connection between the supermarket and the surrounding environment.

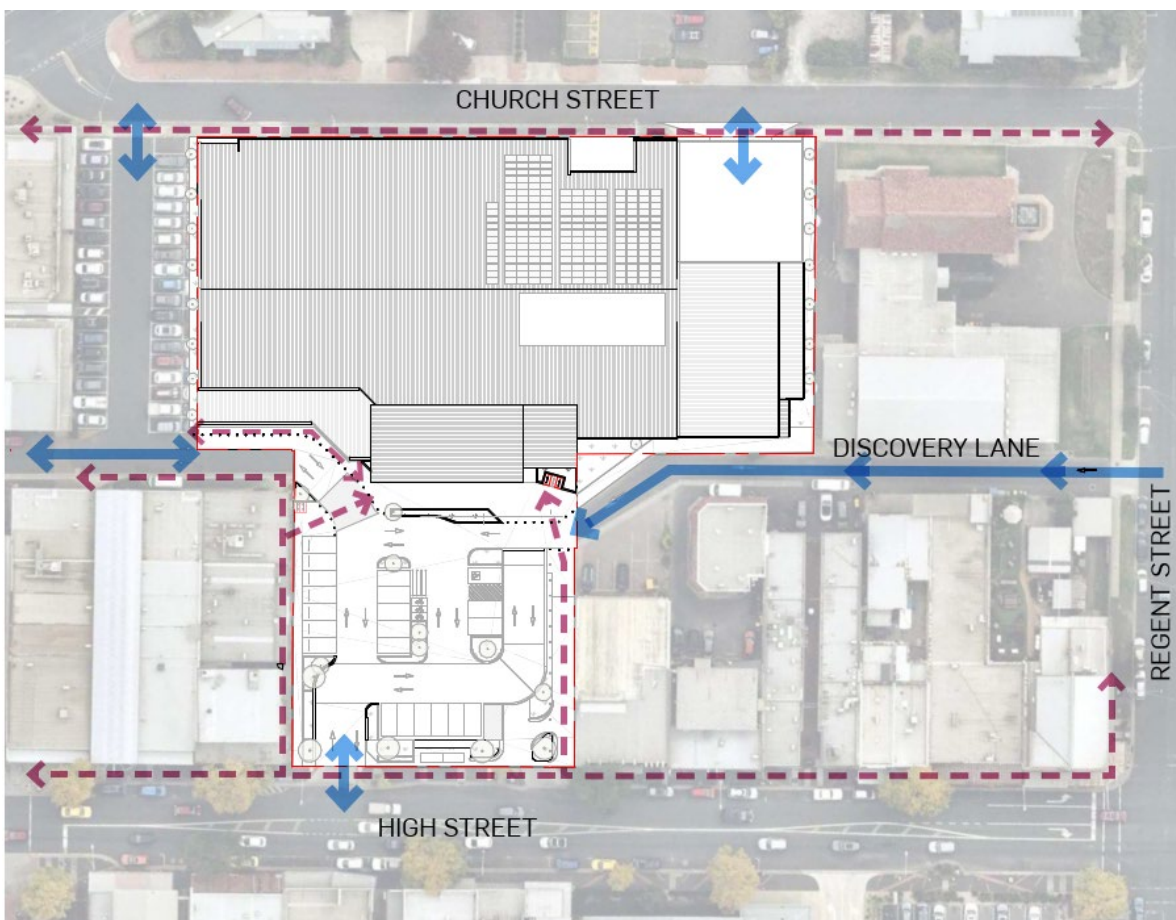


Figure 23. Movement And Access Diagram (CHC Architects)

### 4.5.2 Access for adjacent properties

The Applicant acknowledges Council's concern relating to historical access and the utilisation of Coles' private property to allow for access from Discovery Lane. The Applicant further acknowledges that formalisation of an access arrangement as part of this planning permit application is appropriate in this circumstance.

In accordance with legal advice attained from Herbert Smith Freehills, the Applicant proposes an agreement under Section 173 of the *Planning & Environment Act 1987*, between the landowner and Council, to provide the adjoining

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tenancies backing onto Discovery Lane to the north-east of the Site access to Coles' land to legally re-enter the public road network.

The proposed Section 173 Agreement would provide a formal legal structure for the access arrangement and would be recorded on title to Coles' land, addressing planning considerations regarding access but without diminishing Coles' legal interest in its own land. The proposed Section 173 Agreement can be appropriately secured via condition on the planning permit and does not require formal amendment to the application.

Refer to the updated Legal Access Mechanism letter prepared by Herbert Smith Freehills dated 11 July 2024 for further detail.

#### 4.6 Loading

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The development is serviced by the loading bay to the east of the Site's frontage to Church Street. The location of the loading bay has been carefully considered to avoid conflict with pedestrian movements, and conflict with vehicle movements from the Thomson St/Church St intersection.

To manage potential amenity impacts to adjoining properties, it is respectfully requested that a Loading Management Plan be provided as a condition on the planning permit. This request in accordance with the feedback received from Council's Environmental Health department during the Council planning permit application process.

Refer to the Traffic Impact Assessment prepared by Ratio Consultants for further information.

#### 4.7 Landscape Architecture

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The pedestrian link connects the supermarket entrance lobby to a new pedestrian plaza adjoining the High Street pedestrian environment. The landscaped plaza will provide users of the activity centre and commuters utilising the adjacent bus stop a landscaped sheltered sitting area.

Landscaping is proposed throughout the Site, including evergreen planters along the frontage to Church Street, the Council owned car park and the adjoining property at 25-27 Regent Street, Belmont. In combination with the planting proposed through the front setback (to High Street), including 16 trees, the Proposal delivers a landscaped environment to complement the contemporary architectural form.

All proposed landscaping has been designed with regard to the existing services and infrastructure on the Site, notably the underground PowerCor easements to the north-east interface of the Site. Revised landscaping has been proposed in the form of smaller shrubs that will not interfere with the PowerCor assets underground. This has been designed in accordance with the PowerCor design standards for planting over easements.

Refer to Landscape Plan prepared by Tract for further detail.

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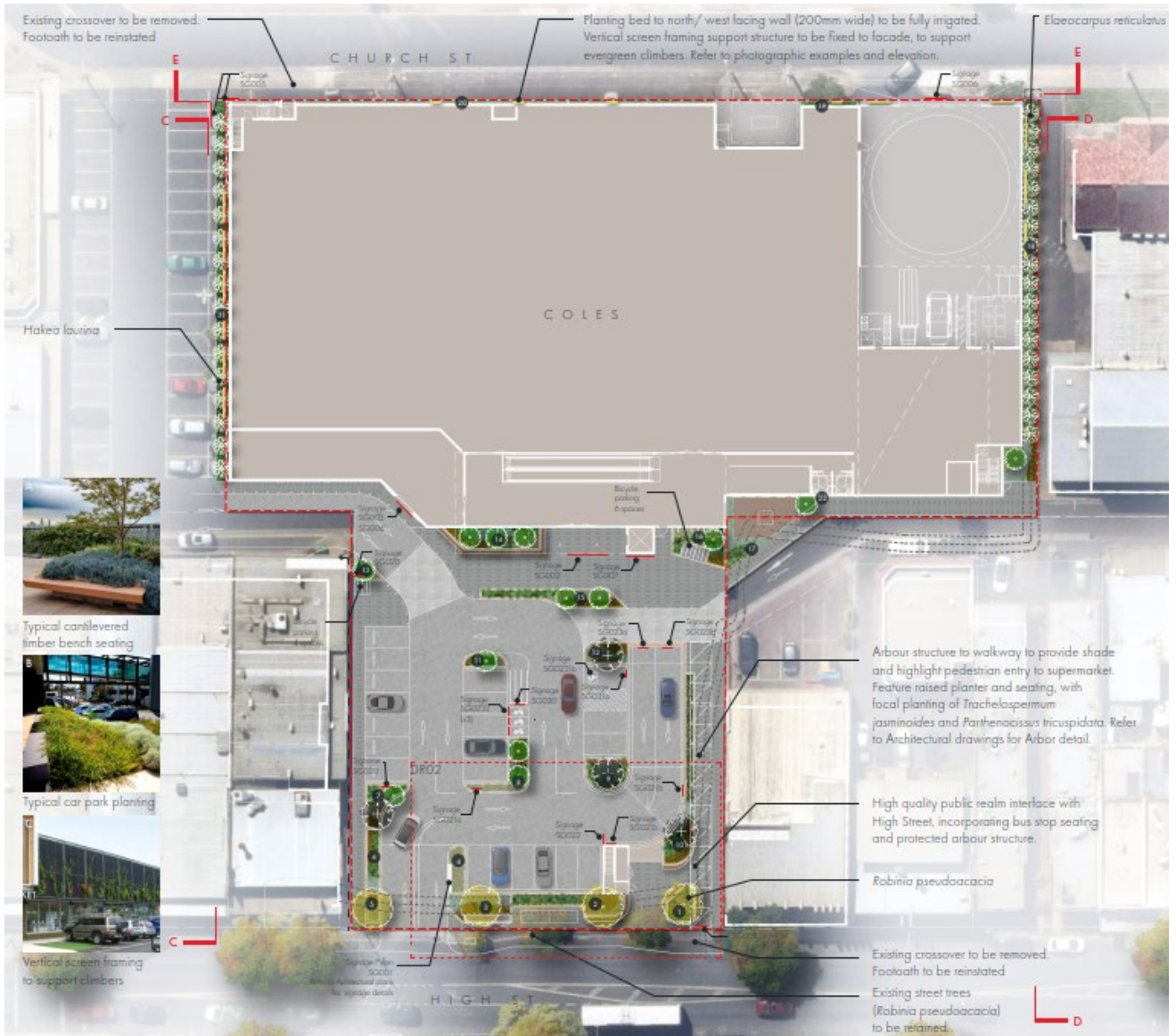


Figure 24. Excerpt from Landscape Plan (Tract Consultants)

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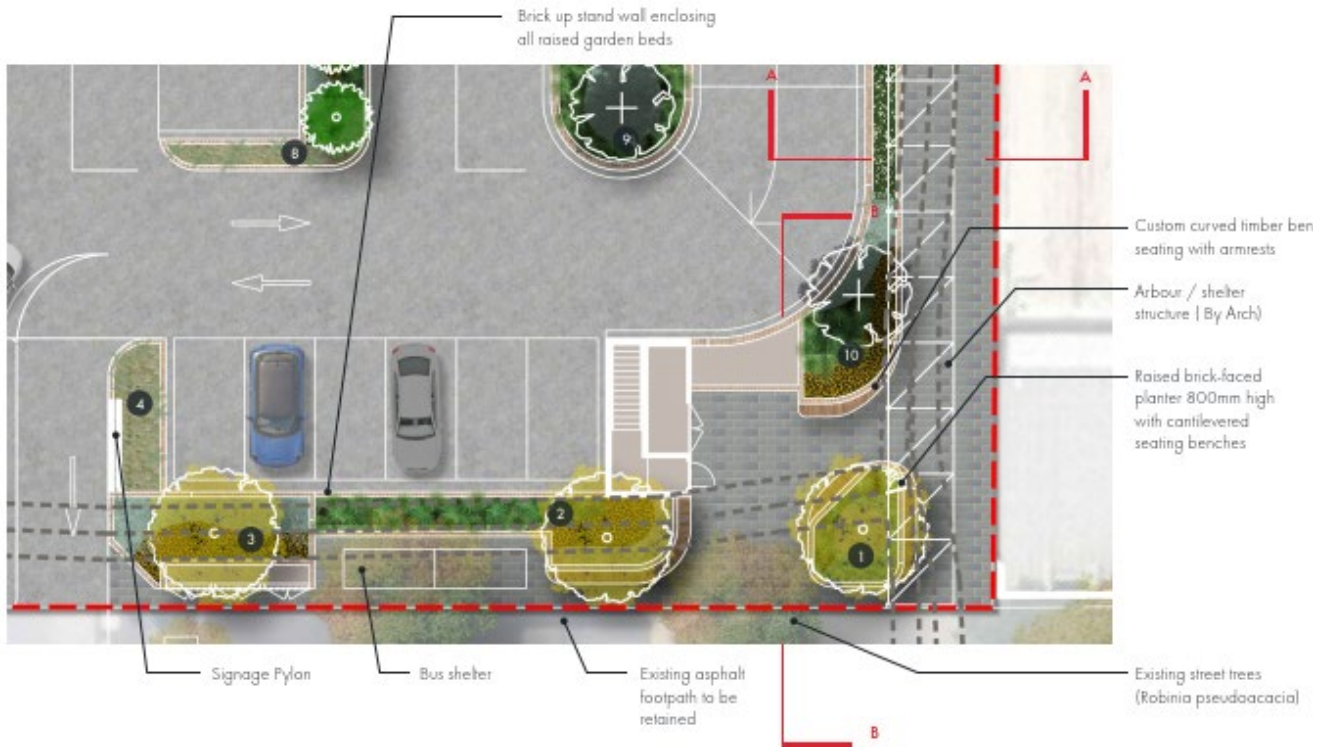


Figure 25. Entry Plaza Landscape Plan (Tract Consultants)

## 4.8 Signage

As a part of the redevelopment of the Site, it is proposed to display a suite of business identification and directional signage, including:

- Two internally illuminated, business identification, 'Coles' (4.35m<sup>2</sup>) and 'Liquorland' (1.76m<sup>2</sup>) sky signs mounted within a pylon structure (Sign SG001).
- One, 4.83m<sup>2</sup> internally illuminated, business identification 'Coles' sign attached above the lobby entrance (Sign SG002).
- Two, 3.65m<sup>2</sup> internally illuminated, business identification 'Coles' signs attached to the south-eastern and south-western section of the proposed building (Signs SG003).
- Two, 2.88m<sup>2</sup> internally illuminated, business identification 'Liquorland' signs attached to the south-eastern section and south-western section of the proposed building (Sign SG004).
- One, 5.48m<sup>2</sup> internally illuminated, business identification 'Coles' and 'Liquorland' signs attached to the north-western section of the proposed building (Sign SG005a).
- One, 0.684m<sup>2</sup> internally illuminated, business identification 'Coles' sign attached to the north-western section of the proposed pedestrian canopy (Sign SG008).
- Various direction signs and car park marking signs (some of which include 'Coles' branding) (Signs SG002-SG032).

The proposed signage locations are provided in Figure 18. A detailed summary of the proposed signage is provided in the signage plans prepared by CHC Architects.

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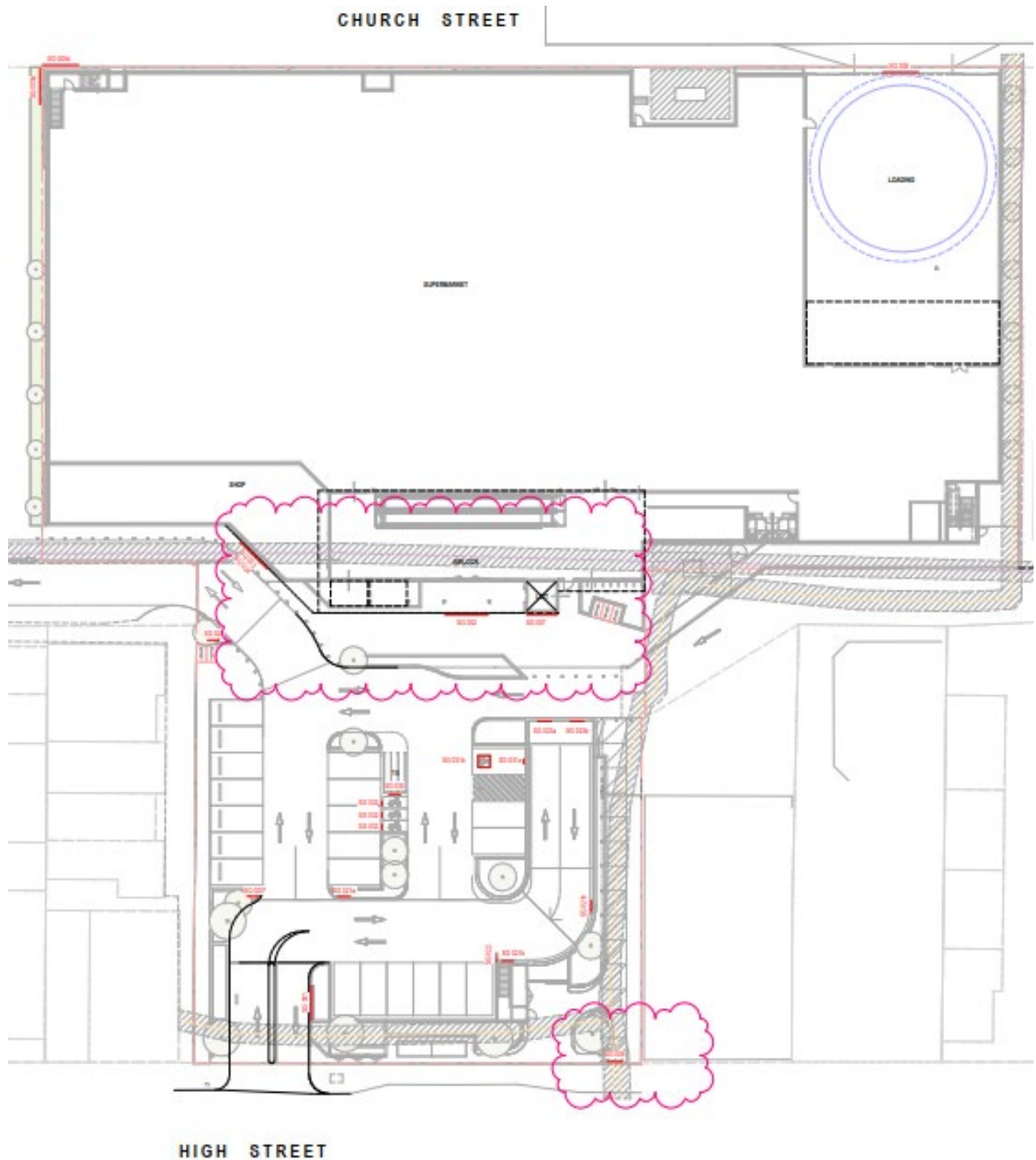


Figure 26 Signage Location Plan (CHC Architects)

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## 5 Planning Provisions

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This section of the planning report details and assesses the relevant sections of the Municipal Planning Strategy (MPS), Planning Policy Framework (PPF), Zone, Overlay and Particular Provisions of the Greater Geelong Planning Scheme as they relate to the proposal.

### 5.1 Municipal Planning Strategy

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The MPS is a succinct expression of the overarching strategic policy directions of a municipality, with the following provisions considered to be relevant:

- **Clause 02.01** provides the 'context' for the CoGG. It notes that:  
*Geelong is the largest regional city in Victoria and the primary service and employment hub for the G21 Geelong Region Alliance*
- **Clause 02.02** outlines Council's overarching vision for the CoGG:  
*Geelong, coast, country and suburbs, is the best place to live through prosperity and cohesive communities in an exceptional environment.*
- **Clause 02.03** outlines a series of strategic directions for the municipality. As relevant, these include:
  - **Clause 02.03-1 (Settlement)** seeks to direct and contain growth within identified locations across the municipality and maintain the unique identity of Greater Geelong and its townships.
  - **Clause 02.03-3 (Environmental risks and amenity)** outlines key considerations for development in regard to bushfire, flooding, aggravated salinity, and adverse amenity impacts.
  - **Clause 02.03-5 (Built environment and sustainability)** stipulates that the protection of amenity and facilitation of environmentally sustainable and healthy development that will benefit and improve the community's quality of life is at the forefront of Council's built environment goals.
- **Clause 02.04** includes strategic framework plans that should be read in conjunction with Clause 02.03. The Site is located within an 'Increased Housing Diversity Area' that is earmarked for high and medium density housing. The surrounding commercial precinct is identified as a 'sub-regional' activity centre.

### 5.2 Planning Policy

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To ensure planning schemes further the objectives of planning in Victoria, planning authorities must take into account and give effect to the general principles and specific policies contained in the PPF.

The PPF clauses considered most relevant to this proposal are detailed below.

- **Clause 11.03-1L (Activity Centres in Greater Geelong)** seeks to support the role and function of centres in the Geelong Retail Centre Hierarchy as well as the continued diversification of retail centres over time.
- **Clause 15.01-1S (Urban design)** seeks to create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity. Several strategies are outlined to achieve this objective.
- **Clause 15.01-1L-01 (Development in activity centres)** applies to all buildings and works applications in activity centres. The stated objective is to ensure the design and layout of new or expanding centres minimise amenity

impacts on surrounding uses and contribute positively to the streetscape and surrounding area. Several strategies are outlined to achieve this objective, including:

- *'Ensure blank walls and loading bays are not adjacent to sensitive land uses and key vehicle and pedestrian accessways to a centre.'*
- *'Ensure new development provides visually interesting and active street frontages where buildings abut the street or a public space.'*
- *'Ensure car parking areas do not visually dominate the front setback area of a centre by providing landscaping including canopy trees.'*
- *'Ensure there are safe and convenient pedestrian connections from car parking areas and the surrounding footpath network to the entrance(s) of a centre.'*
- **Clause 15.01-2S (Building design)** seeks to achieve building design and siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable development. The below strategies are noted:
  - *'Encourage use of recycled and reusable materials in building construction and undertake adaptive reuse of buildings, where practical.'*
  - *'Encourage water efficiency and the use of rainwater, stormwater and recycled water.'*
  - *'Minimise stormwater discharge through site layout and landscaping measures that support on-site infiltration and stormwater reuse.'*
  - *'Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.'*
  - *'Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.'*
  - *'Ensure development provides landscaping that responds to its site context, enhances the built form, creates safe and attractive spaces and supports cooling and greening of urban areas.'*
- **Clause 15.01-2L (Environmentally sustainable development)** applies to residential and non-residential development, excluding subdivision in accordance with the thresholds detailed in this policy other than where an ESD plan or framework has been previously approved. The stated objective is to best practice in environmentally sustainable development from the design stage through to construction and operation.

Given the proposal is 'non-residential', the following thresholds are relevant:

  - A Sustainability Management Plan (including an assessment using BESS, STORM, Green star, MUSIC or other methods) and a Green Travel Plan for:
    - A non-residential building with a gross floor area of 1500 square metres or more.
    - An extension to an existing non-residential building creating 1500 square metres or more of additional gross floor area.
- **Clause 17.02-1S (Business)** seeks to encourage development that meets the community's needs for retail, entertainment, office and other commercial services.
- **19.03-3S (Integrated water management)** seeks to sustainably manage water supply and demand, water resources, wastewater, drainage and stormwater through an integrated water management approach.

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### 5.3 Zoning

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The Site is subject to the Schedule to the Commercial 1 Zone.

The purpose of the Commercial 1 Zone (C1Z) is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.

- To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.
- To provide for residential uses at densities complementary to the role and scale of the commercial centre.

The Schedule stipulates the maximum leasable floor area requirements for 'office' and 'shop' uses in various activity centres, however Belmont sub-regional activity centre is not included.

### Use of land

Pursuant to Clause 34.01-1, 'retail premises', which includes 'supermarket' and 'bottle shop' is a 'Section 1 – Permit not required' use. The use is classified Section 1 if it meets the condition that *the leasable floor area for all shops must not exceed any amount specified in the schedule to this zone.*

As aforementioned, the Schedule to C1Z does not specify a maximum leasable floor area for shops or offices within the Belmont sub-regional activity centre.

### Building and works

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



Figure 27. Zone Plan



## 5.4 Overlays

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The Site is not affected by any overlays.

## 5.5 Particular Provisions

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### Clause 52.05 – Signs

The purpose of Clause 52.05 is:

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

Pursuant to Clause 52.05-5 (Existing signs), a sign that was lawfully displayed on the approval date or that was being constructed or put up for display on that date may be displayed or continue to be displayed and may be repaired and maintained. The content of a lawfully displayed sign may be renewed or replaced.

However, a permit is required if:

- The display area is to be increased.
- The renewal or replacement would result in a different type of sign.

In accordance with the Commercial 1 Zone (Clause 34.01-9), Category 1 signage controls of Clause 52.05 apply. Therefore, the proposed signs require a permit under Clause 52.05-5 (Category 1 – Commercial Areas).

### Clause 52.06 – Car Parking

The purpose of Clause 52.06 is:

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

This provision applies to:

- a new use; or
- an increase in the floor area or site area of an existing use; or
- an increase to an existing use by the measure specified in Column C of Table 1 in Clause 52.06-5 for that use.

Pursuant to 52.06-3, a permit is required to:

- Reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay.

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- Provide some or all of the car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay on another site.
- Provide more than the maximum parking provision specified in a schedule to the Parking Overlay.

As demonstrated in Table 2, the Proposal results in a car parking requirement of 189 car parking spaces. The proposed provision of 189 car parking spaces satisfies this requirement. As such, a permit is not required under the clause.

Table 1. Car Parking Assessment (Clause 52.06)

Use	Rate Colum A	Leasable Floor Area	Car Parking Requirement	Car parking Provision
Supermarket	5 to each 100 sqm of LFA	3,635m <sup>2</sup>	181 spaces	
Shop	4 to each 100 sqm of LFA	206m <sup>2</sup>	8 Spaces	
<b>Total</b>			189 Spaces	182 Spaces

### Clause 52.27 – Licenced Premises

The purpose of Clause 52.27 is:

- To ensure that licensed premises are situated in appropriate locations.
- To ensure that the impact of the licensed premises on the amenity of the surrounding area is considered.

A planning permit is not required pursuant to Clause 52.27 (Licenced Premises) to sell packaged liquor from the Site as it benefits from an exemption as the liquor licence was issued prior to 8 April 2011.

Refer to the attached Liquor Licence and documentation indicating the operation of the licence prior to 8 April 2011, including the lease agreements for the Coles and Liquorland tenancies dating to 1997 and 2000 respectively.

### Clause 52.34 – Bicycle Facilities

The purpose of Clause 52.34 is:

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

Pursuant to Clause 52.34-1, a new use must not commence or the floor area of an existing use must not be increased until the required bicycle facilities and associated signage has been provided on the land. Where the floor area occupied by an existing use is increased, the requirement for bicycle facilities only applies to the increased floor area of the use.

The statutory bicycle parking rate for the proposed uses on the Site are summarised in Table 2.

The Proposal exceeds the statutory bicycle facilities requirement. As such, a permit is not required under the clause.

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Table 2. Bicycle Facilities Assessment (Clause 52.34)

Use	Rate	Leasable Floor Area	Bicycle Facility Requirement	Bicycle parking Provision
Shop (including Supermarket and Bottle Shop) - Employee	1 space to each 600 sqm of leasable floor area	3,841m <sup>2</sup>	6 Spaces	7 spaces
Shop (including Supermarket and Bottle Shop) - Visitor	1 space to each 500 sqm of leasable floor area	3,841m <sup>2</sup>	8 Spaces	10 spaces
Shop (including Supermarket and Bottle Shop) – End of Trip	If 5 or more employee bicycle spaces are required, 1 shower for the first 5 employee bicycle spaces, plus 1 to each 10 employee bicycle spaces thereafter.		1 Shower/Change room	2 (showers/change rooms) to be included within the male and female amenity rooms
<b>Total</b>			14 Spaces	17 spaces

## 5.6 Other Planning Considerations

### City of Greater Geelong Retail Strategy 2020-2036

The City of Greater Geelong Retail Strategy 2020-2036 ('Retail Strategy') was adopted on 25 August 2020.

The purpose of the strategy is to guide retail development in Greater Geelong until 2036, considering current retail trends, land use and population growth.

The strategy supports a hierarchy of retail centres, recognising the individual roles different kinds of retail centres play in the overall network. The strategy recognises High Street, Belmont as a 'sub-regional centre'. The role and function of a sub-regional centre is broadly described as:

*A major retail centre serving a wide catchment, although it is smaller than a regional centre. Is anchored by one or more discount department stores, supermarkets, mini major and speciality stores. Because of their smaller size, they have fewer higher-order activities, including full-line department stores, and the range of speciality shopping is less extensive.*

Specifically related to the High Street, Belmont sub-regional centre, the strategy notes the following summary:

- **Key characteristics:** Major shopping strip located in close proximity to Central Geelong and well-connected to bus services. Contains Belmont Shopping Village (anchored by Coles) to the north and finer-grain built form to the south and includes a library and a Kmart (DDS).
- **Current role:** This precinct contains a range of speciality shops, office, retail and hospitality services, and is particularly active at the southern end.

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- **Retail anchors:** 1 Discount department store (6,108 sqm Kmart), 3 supermarkets (6,027 sqm Coles, 1,927 sqm Coles, 1,643 sqm Aldi)
- **Future role and opportunities:** There is demand for an additional 20,800 square metres of floor space within this centre by 2036. Council should prepare an urban design framework or structure plan to guide the growth and development of the centre, investigating how additional floor space could be accommodated within existing zoned land. The plan should also include the surrounding residential land, already identified as an increased housing diversity area, to look for opportunities to increase housing densities around the sub-regional centre and help promote increased activity within the centre. The precinct is likely to continue to thrive, playing a continued retail, service and employment role in the local Belmont and wider Geelong area.

The strategy recognises that there is a forecast 20,800sqm of additional total floor space supportable within the centre.

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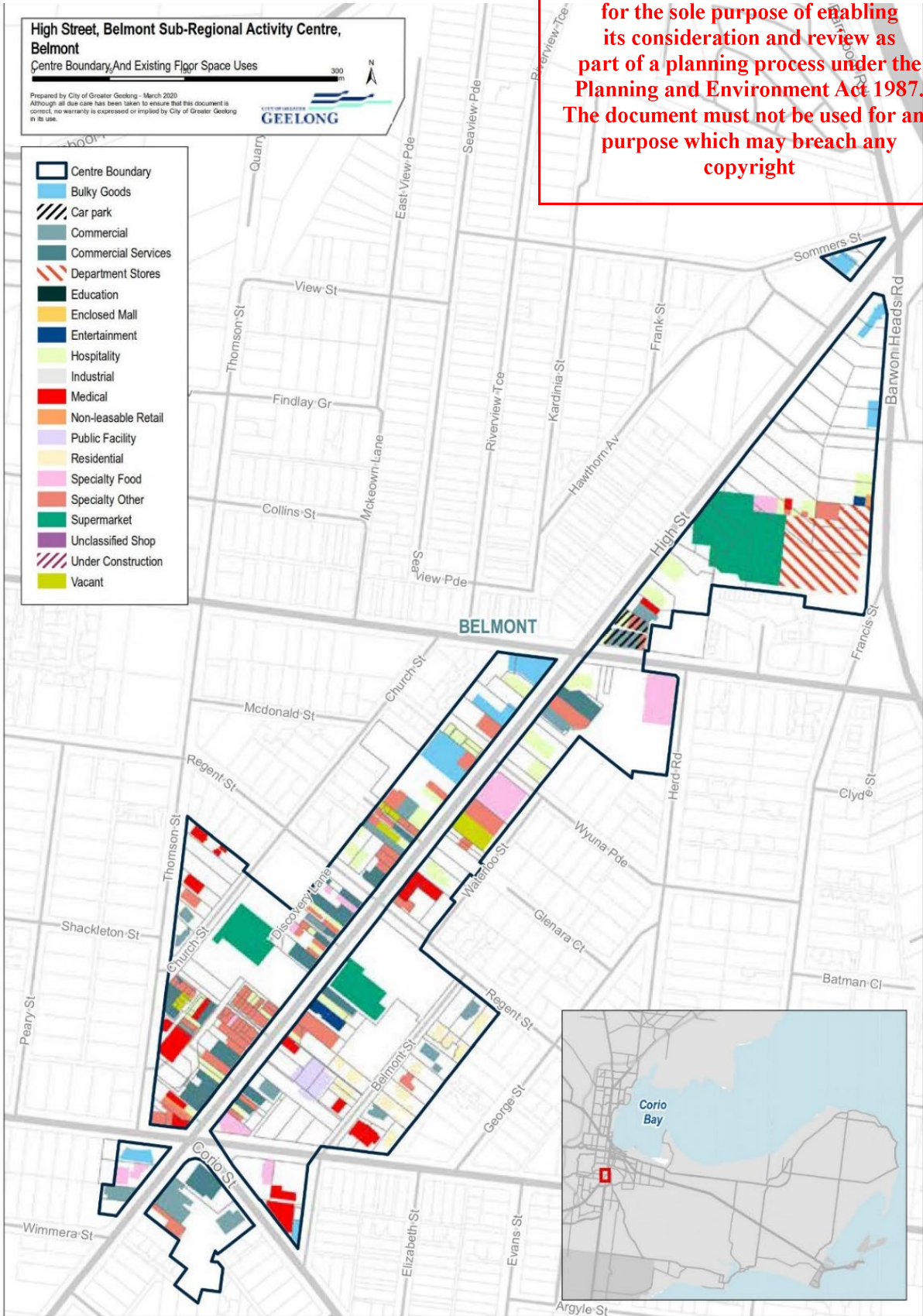


Figure 28. Centre Boundary and Existing Floor Space Uses (Excerpt from CoGG Retail Strategy)

## 6 Planning Assessment

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### 6.1 Overview

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The Proposal will renew a key development and retail site within the High-Street Belmont sub-regional activity centre. By delivering a contemporary architectural form within a landscaped environment, the Proposal optimises the utilisation of an anchor site within the activity centre by delivering:

- A contemporary and attractive built form that utilises exposed structured elements, high quality and an articulated façade.
- Two landscaped, pedestrian pathways (one weather protected) connecting the supermarket building to High Street and the existing bus stop.
- An increased provision of landscaping in all sections of the Site.
- A reinvigorated interface to High Street utilising landscape and hardscape to present an attractive frontage.
- The replacement of at-grade car parking areas with a greater provision of retail floorspace within a sub-regional activity that serves the surrounding residential catchment (and adoption of a basement arrangement to minimise car parking at ground level).
- Appropriate business identification signage that is integrated into the built form.

Given that the use of land for a supermarket and retail tenancy does not require a planning permit, the assessment is limited to the elements of the Proposal which require a planning permit being the construction of a building and the carrying out of works under the Commercial 1 Zone and the display of advertising signs.

In light of the above, the application for a planning permit for the proposed development raises the following key questions:

- Is the proposal consistent with planning policy?
- Does the proposal create any unreasonable amenity impacts?
- Does the proposal provide adequate bicycle parking facilities and waste management arrangements?
- Does the proposal provide an appropriate design response?
- Is the proposed signage appropriate to the site and surrounding context?

### 6.2 Is the planning permit application consistent with planning policy?

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#### 6.2.1 Municipal Planning Strategy

High Street, Belmont is identified as a sub-regional activity centre in Clause 02.03 of the Municipal Planning Strategy. Per the strategy, the role and function of a sub-regional activity centre *'serves a wide catchment (but smaller than a regional centre) anchored by one or more discount department stores, supermarket(s), mini major(s) and speciality stores.*



Given the location of the Site within the High Street, Belmont Activity Centre is consistent with the following strategic directions of the Municipal Planning Strategy (Clause O2.03):

- *Ensure that new retail development is consistent with the Geelong Retail Centre Hierarchy.*
- *Encourage expanding existing centres over developing new centres in out-of-centre locations.*

### 6.2.2 Settlement Policy (Clause 11)

As acknowledged in the City of Greater Geelong Retail Strategy 2020-2036 High Street Belmont is anchored by four major retail tenancies, being the Kmart and Coles supermarket within the Belmont Village Shopping Centre at the northern end of the activity centre and an Aldi (149-151 High Street) and the existing Coles on the Site at the southern end of the activity centre.

Within this context, the continued use (and expansion) of the Site as a full-line supermarket will maintain a major retail development on this Site as an anchor for the southern end of the High Street, Belmont activity centre. By maintaining a retail anchor role on the Site, the Proposal will ensure the Site continues to attract users to the southern end of the activity centre, support surrounding specialty retail and facilitate multipurpose trips for users of other services located within the southern portion of High Street.

In addition, the Proposal will facilitate the redevelopment at-grade car parking area for a retail use, effectively increasing the retail offer provided within the activity centre while providing adequate car parking within a single-level basement.

Noting the above, the Proposal is considered to be consistent with the objectives and strategies of Clause 11 as it will:

- Encourage the concentration of major retail into an established sub-regional activity centre in a community that is experiencing significant population growth and change, consistent with the Geelong Retail Centre Hierarchy.
- Build up the activity centre as a focus for high-quality development, activity and living and which is well connected by public transport. This is also achieved through the redevelopment of existing car parking areas for additional retail opportunities and relocating car parking to a basement.
- Maximise choices for local residents in terms of services, employment and interaction.
- Encourage and attract other complementary businesses (retail, office, cafes, higher density housing etc) to locate within the centre.

### 6.2.3 Built Environment Policy (Clause 15)

While the Site is constrained by its irregular shape, it remains a key strategic asset for the High Street, Belmont Activity Centre as it has sufficient size and accessibility to support a full-line supermarket. Given the limited width of the High Street frontage, opportunities to develop this section of the Site while not prejudicing the delivery of a full-line supermarket are substantially constrained.

Specifically, the narrow section of the Site with a frontage to High Street is of insufficient width to support a full-line supermarket floorplate. In addition, land to the east and west of this section of the Site has been developed to partially front the Site. As such, if the front section of the Site were to be developed, it would have a substantial detrimental impact on the amenity and functionality of tenancies on adjoining sites.

The Proposal considers and responds to these constraints to deliver a development outcome that largely reflects the existing conditions whilst optimising the pedestrian connection between the supermarket and the High Street public realm.

Noting the above, the Proposal accords with the strategies of Clause 15.01-15 - Urban Design by:

- Providing a site responsive design response which considers the activity centre context of the Site, the adjoining heritage building and residential zone and the adjoining retail tenancies which are orientated towards the Site.
- Orientating the supermarket entrance lobby towards High Street.
- Separating pedestrian and vehicle areas.

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- Allowing delivery/waste collection vehicles to access the Site by Church Street.
- Maintaining and enhancing the existing bus stop area on High Street.
- Providing a separated and weather-protected pathway between the supermarket and the High Street pedestrian environment and bus stop.
- Providing a second separated pedestrian access point between the supermarket and High Street along the south-western boundary of the Site.
- Integrating landscaping within the design of the High Street frontage, the front setback car parking and pedestrian areas, including:
  - tree planting within the front setback and car park area;
  - tree planting and garden beds adjoining the High Street footpath and the pedestrian connections within the Site;
  - tree planting and vegetation along the north-eastern section of the Site' and
  - Vine/climbing plants along the Church Street interface and the interface to the Council car park.

An assessment against the relevant strategies of Clause 15.01-1L-01 - Development in activity centres and Clause 15.01-2S – Building Design is provided in **Table 4** and **Table 5** respectively.

Table 3. Clause 15.01-1L-01 Development in activity centres

15.01-1L-01 - Development in activity centres	Assessment
<i>Ensure blank walls and loading bays are not adjacent to sensitive land uses and key vehicle and pedestrian accessways to a centre.</i>	<p>The Proposal does not result in blank walls adjacent to sensitive land uses and key pedestrian and vehicle access ways.</p> <p>Where blank walls are unavoidable, the proposal sets back the wall from the boundary to provide areas for landscaping to soften the visual impact of the blank walls and provide a sense of articulation and visual interest.</p>
<i>Ensure illuminated signage does not impact on sensitive land uses.</i>	<p>The proposed internally illuminated signs do not face towards any sensitive land uses. A detailed assessment of the proposed signage is provided in Section 5.9.</p>
<i>Ensure new development provides visually interesting and active street frontages where buildings abut the street or a public space.</i>	<p>The Proposal provides visual interest when viewed from all public realm areas through the use of contemporary architectural design, high-quality materials and incorporated landscaping.</p> <p>Due to the irregular shape of the Site and the requirement for the front setback to provide vehicle access to the Council owned car park and vehicles exiting Discovery Lane, a full-line supermarket floorplan can't be located on the narrow section of the Site in an arrangement that provides an active frontage to High Street.</p> <p>In response to this constraint, the Proposal optimises landscaping within the front setback and includes two pedestrian connections to maximise the sense of connection between the supermarket and the street.</p>

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<p><i>Encourage car parking areas to be located to the side or rear of a centre.</i></p>	<p>The majority of the car parking is provided within a single-level basement accessed via High Street. This arrangement allows land within the activity centre to be more effectively used for retail floor space to service the surrounding neighbourhood.</p> <p>Due to its irregular shape, the Site cannot be developed for a modern full-line supermarket while locating all car parking to the side and rear of the Site.</p>
<p><i>Ensure car parking areas do not visually dominate the front setback area of a centre by providing landscaping including canopy trees.</i></p>	<p>The Proposal includes landscaped garden areas (including canopy trees) within the front setback to minimise the visual prominence of the limited ground-level car parking.</p>
<p><i>Ensure there are safe and convenient pedestrian connections from car parking areas and the surrounding footpath network to the entrance(s) of a centre.</i></p>	<p>The Proposal provides two separate pedestrian pathways between the supermarket entrance lobby and the High Street footpath.</p> <p>In addition, the Proposal provides a new pedestrian crossing to connect the existing footpath within the land at 164 High Street, Belmont to the supermarket entrance lobby.</p>

Table 4. Clause 15.01-2S - Building Design

15.01-2S – Building Design	Assessment
<p><i>Ensure a comprehensive site analysis forms the starting point of the design process and provides the basis for the consideration of height, scale, massing and energy performance of new development.</i></p>	<p>A comprehensive site analysis has been undertaken by both Tract Consultants and CHC Architects to inform the design of the Proposal.</p>
<p><i>Ensure development responds and contributes to the strategic and cultural context of its location.</i></p>	<p>The Proposal responds appropriately to its location and role as a retail anchor within the High Street, Belmont sub-regional activity centre.</p> <p>A detailed assessment of the design response to each interface is provided in Section 5.3 of this report.</p>
<p><i>Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.</i></p>	<p>The Site is located within a sub-regional activity centre, with no interfaces to sensitive land uses.</p> <p>The Proposal appropriately minimises potential amenity impacts on neighbouring properties and the public realm.</p> <p>In summary, the Proposal will not result in any overlooking, overshadowing or noise impacts on existing sensitive/residential areas.</p> <p>An acoustic assessment is provided as a part of the application. This is discussed further in the following section of this report.</p>

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

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

The Proposal includes the following initiatives to optimise the energy performance of the building:

- Minimisation of western and northern glazing to mitigate unwanted solar heat gain to retail shops.
- High-level glazing will be integrated into the entry façade to provide daylight to the mall to minimise the need for artificial lighting and improve the amenity of the space for shoppers.
- Green walls incorporated in the western façade to improve the street-level landscape

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

The Proposal includes separate arrangements for the collection of paper/cardboard, organics and garbage.

Given that the Proposal only proposes retail uses, separate arrangements for glass and e-waste storage and collection are not considered to be required.

A detailed assessment of the proposed waste arrangement is provided in the Waste Management plan submitted as a part of the application.

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

In accordance with the Sustainability Management Plan submitted as a part of the application, in situ and precast concrete mixes will incorporate industrial waste products to reduce embodied energy (subject to meeting structural requirements and project management constraints).

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

In accordance with the Sustainability Management Plan, a rainwater harvesting system will be installed comprising:

- Rainwater harvesting from roof (approx. 1000m<sup>2</sup>):
- Total storage volume of 10kL rainwater tanks
- Re-use of captured water for flushing of all toilets and irrigation

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

The Proposal utilises WSUD infrastructure to provide for on-site filtration and retardation of stormwater during storm events.

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

The built form is setback from Church Street and High Street to facilitate landscaping along each frontage which will improve the Site's interface with the public realm.

In addition, the Proposal utilises high-quality materials and extensive glazing to optimise passive surveillance of the public realm.

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<i>Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.</i>	The Proposal is fronted to face the High Street pedestrian environment. The safety of the surrounding public realm will continue to be supported by the attraction of a high quantity of people to the southern end of High Street to access the supermarket.
<i>Ensure development is designed to protect and enhance valued landmarks, views and vistas.</i>	The heritage church building is the main visual landmark in proximity to the Site. The Proposal utilises brick materials, landscaped setbacks and reduced building heights to protect views of the rear sections of the heritage church building when viewed from Church Street.
<i>Ensure development considers and responds to transport movement networks and provides safe access and egress for pedestrians, cyclists and vehicles.</i>	The Proposal provides safe vehicle access to the Site from High Street and Church Street which is separate from pedestrian access to the supermarket.
<i>Encourage development to retain existing vegetation.</i>	Under its current conditions, the Site is sparsely vegetated. The Proposal optimises the provision of vegetation provided on the Site through the planting of 11 new trees within the front setback.
<i>Ensure development provides landscaping that responds to its site context, enhances the built form, creates safe and attractive spaces and supports cooling and greening of urban areas.</i>	By increasing the provision of landscaping and canopy trees, the Proposal improves the attractiveness and cooling greening of the Site within an activity centre context.

#### 6.2.4 Environmentally Sustainable Design Policy (Clause 15.02-11)

In accordance with the requirements of Clause 15.02-11, the Proposal includes a Sustainability Management Plan, prepared utilising the BESS assessment tool.

The Proposal achieves best practice under the BESS assessment tool.

#### 6.2.5 Economic Development Policy (Clause 17)

In accordance with the below strategies of Clause 17 (Economic Development) the Proposal facilitates the ongoing aggregation of a major retail development within a sub-regional activity centre:

- *Ensure commercial facilities are aggregated and provide net community benefit in relation to their viability, accessibility and efficient use of infrastructure.*
- *Locate commercial facilities in existing or planned activity centres.*

#### 6.2.6 Infrastructure Policy (Clause 19)

In accordance, with the below strategies of Clause 19.03-3S (Integrated Water Management) and Clause 19.03-3L (Integrated Water Management), the Proposal provides for the on-site treatment and use of stormwater through the incorporation of landscape areas which promote filtration during storm events, a gross pollutant trap and a jellyfish filtration system:

- *Integrate water into the landscape to facilitate cooling, local habitat improvements and provision of attractive and enjoyable spaces for community use.*

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- *Manage stormwater quality and quantity through a mix of on-site measures and developer contributions at a scale that will provide greatest net community benefit.*
- *Encourage all development to incorporate Water Sensitive Urban Design principles.*
- *Encourage planting of low water use vegetation, particularly indigenous vegetation.*

The Proposal will incorporate measures to meet the best practice objective set out in the Urban Stormwater Best Practice Environmental Management Guidelines, (CSIRO 1999).

### 6.3 Does the planning permit application create any unreasonable amenity impacts?

As detailed in Section 2.2, the Site has four interfaces with adjoining properties. The Proposal responds appropriately to the specific qualities of each interface relationship. A detailed assessment of the built form response to each interface is provided below.

#### 25-27 Regent Street, Belmont

The Site interfaces with the rear of 25-27 Regent Street, Belmont, along the western portion of its northern boundary (the 'Church Site'). The Church Site currently operates as the Geelong Masonic Centre. This site is subject to Heritage Overlay – Schedule 1860 (HO1860). Buildings within the church Site (including the heritage church building) are orientated towards Regent Street. As such, the Site interfaces with the rear of the Church Site and Church buildings.

In response to the heritage building on the adjoining Site, the Proposal:

- Provides a setback to the shared boundary with the Church Site of 1.7m-2.2m and a setback to Church Street of 0.6m. This setback allows for a landscaped area to be provided along the shared boundary, incorporating lower-level planting. Access to the landscaped area adjoining the boundary for maintenance and pruning is provided from the north and south.
- Provides a transition in height for the north-eastern portion of the Proposal to a maximum height of approximately 6.2m. In combination with the setback and associated landscaping, the transition in height will ensure that the Proposal does not visually dominate the heritage building when viewed from Church Street. Further to this, it is noted that all proposed services are well setback on the roof behind the Church Street frontage (approximately 25 metres) and will be appropriately screened to minimise visual impact.
- Utilises a brick look finish along sections of the buildings fronting Church Street and visible sections of the boundary wall to provide a visual connection between the materiality of buildings within the Church Site and the Proposal.

It is noted that the Church Site does not currently accommodate residential uses and as such, is not strictly considered to be a sensitive residential interface (despite being included in the General Residential Zone). Nonetheless, given the future redevelopment potential of this site, we offer the following comments:

- The Proposal sets back the ground level of the built form and the upper level services and mezzanine from the shared boundary to reduce the potential visual impact of the proposed building.
- The Proposal provides a boundary wall to minimise potential noise emissions from the loading dock.
- The Proposal locates the mezzanine towards the High Street frontage to minimise overlooking of adjoining the Church Site.
- The Proposal will not result in unreasonable overshadowing of the Church Site.

In combination, the proposed built form response (including the proposed setbacks, building heights and materials) provide an appropriate transition to the Church Site both in terms of amenity and visual/heritage impacts.

#### 156 High Street, Belmont

The Site interfaces with 156 High Street, Belmont, along the eastern portion of its northern boundary. 156 High Street has been developed for a single commercial tenancy which is primarily orientated toward High Street. Secondary access is also provided by Discovery Lane to the rear and via a doorway opening onto the Site.

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By locating the primary pedestrian connection along this interface, the Proposal allows for existing doors and windows which are orientated diagonally towards the site to continue to be used and provide access and light to the tenancy.

### 21 Church Street, Belmont

The Site interfaces with 21 Church Street, Belmont along the western portion of its southern boundary (the 'Council Car Park').

The Proposal includes perforated screens to accommodate creeping landscape planting and painted concrete along this frontage to provide visual interest and articulation. Given the Council Car Park is not a sensitive interface, this arrangement is considered entirely appropriate.

### 164 High Street, Belmont

The Site interfaces with 164 High Street, Belmont, along the eastern portion of its southern boundary. 164 High Street has been developed for eight commercial tenancies, including five tenancies that front onto a footpath extending along the common boundary.

In response to the existing conditions on 164 High Street Belmont, the Proposal maintain six car parking spaces in proximity to the common boundary set back behind a new footpath adjoining the common boundary within the Site. This arrangement maintains car parking spaces to service both the supermarket and the adjoining shops under the current arrangement while ensuring that pedestrian access will be provided (and enhanced) along this boundary if the adjoining site is redeveloped in the future.

## **6.4 Does the planning permit application provide adequate access, car parking and bicycle parking arrangements?**

---

Vehicle access is primarily provided by the existing southern crossover to High Street. By maintaining the existing crossover location, no changes are required to the existing turning lane within the High Street road reserve.

Whilst some widening of the existing crossover to safely manage two-way traffic flows is proposed, this is considered an improved outcome by facilitating the removal of an existing crossover currently located in the south-east corner of the Site. The Proposal allows for traffic flows from Discovery Lane and the Council Car Park continue to access High Street via the proposed internal road network.

The Proposal seeks a variation to the car parking requirements of Clause 52.06-5. The shortfall of seven (7) car parking spaces is an appropriate outcome for the context of the development. Refer to the Traffic Impact Assessment prepared by Ratio for further information.

In terms of loading and waste collection, this is proposed to take place via a new turntable located at the north-western corner of the site and accessible via Church Street. This arrangement will enable delivery and waste collection vehicles to safely enter and exit via Church Street in a forward direction.

A detailed assessment of the proposed waste collection and loading processes is provided in the Traffic Impact Assessment and Waste Management Plan prepared by Ratio. In terms of pedestrian access across the site, the proposed arrangements will provide improved safety across the site by ensuring that pedestrians do not have to cross the primary internal access roads. More specifically, the Proposal provides:

- A main pedestrian path providing access from High Street via a four-metre-wide arbour structure along the northern boundary with limited vehicle conflict points.
- A widened pedestrian path along the Sites southern boundary which also seeks to minimise the possibility of vehicle conflict points.
- Improved connection to the Council car park located south-west of the supermarket building.
- In terms of pedestrian access from the basement car parking area, it is noted that direct access will be provided for pedestrians via the travelators located within the lobby area, or via lift located in the same location.

The Proposal also recognises the prominence and importance of the existing bus shelter located adjacent to the High Street frontage and seeks to optimise and improve pedestrian connections between the Site and the bus stop by

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providing a weather-protected walkway between the bus stop and the supermarket entrance. The proposed public plaza located at the north-eastern corner of the site will also provide opportunities for seating and weather protection for passengers waiting for services.

### Proposed Section 173 Agreement

The Section 173 Agreement would provide a formal legal structure for the access arrangement and would be recorded on title to Coles' land, addressing planning considerations regarding access but without diminishing Coles' legal interest in its own land.

The Applicant considers that a carriageway easement is not the preferred arrangement to achieve access through the Property, as:

- a carriageway easement would provide private legal rights to easement beneficiaries, rather than focussing on the key issue of ensuring appropriate traffic circulation and planning outcomes; and
- the easement itself will unnecessarily encumber the Property where a s 173 agreement in the form proposed will provide certainty of access, while maintaining flexibility for the future.

Accordingly, a Section 173 Agreement between the landowner and Council is appropriate to address Council's concerns relating to access from Discovery Lane to the public road network. The reasons as to why the agreement should be between the landowner and Council alone, are as follows:

- The section 173 agreement is to facilitate development of the Coles site in a way that maintains effective traffic circulation. Coles is proposing to accommodate this ability for access in the design of its development and provide for this by way of a section 173 agreement.
- It is not proposed that there be any obligation on, or express right in favour of, the neighbours specifically that would require the neighbours to be parties to the agreement or the section 173 agreement to be recorded on their titles, and it would be inappropriate to have third parties (the neighbouring properties) be parties to an agreement where the obligation is limited to relate to the design of Coles' land. If the proposal were to involve the provision of substantive rights to the neighbouring properties, the proper course would be for Council to acquire an easement and pay compensation accordingly, though we do not consider this is the case here.
- Though the proposed underlying purposes of incorporating access in the design of the development are use of loading waste collection vehicles and vehicle loading access to the neighbouring properties, in light of the above, it is not considered appropriate for the section 173 agreement to be entered into by other parties or encumber any other land.

Email correspondence from Council dated 19 June 2024 confirming Council's agreement to a Section 173 Agreement, subject to the inclusion of additional wording allowing vehicles to exit the Site via Belmont Square/Belmont Walk.

An updated Legal Access Mechanism letter prepared by Herbert Smith Freehills dated 11 July 2024 includes proposed wording of a Section 173 Agreement to secure access from Discovery Lane to Belmont Square, Belmont Walk and the public road network for loading and waste collection purposes.

On this basis, it is submitted that Council's concerns and requirements have been adequately addressed.

## 6.5 Does the proposal provide an appropriate design response?

---

### 6.5.1 High Street Interface and Activation

A key matter raised through the course of the planning application with Council was the initial preference from Council's Urban Design Team to provide greater activation of the High Street frontage by bringing the building forward to the street, potentially incorporate a 'satellite' or PAD site building to the south-eastern boundary (e.g. standalone coffee shop) and relocate services provided to High Street to the rear loading area.

Development in proximity to the High Street frontage is significantly constrained by three factors, being:

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12 July 2024

- The Site is irregular in shape with only a narrow section (approximately 45m) having a frontage to High Street. Due to this reduced width, the eastern section of the Site (adjoining High Street) is of insufficient width to allow the development of a modern, full-line supermarket floor plate.
- Belmont Walk extends along the southern boundary of the eastern section of the Site. Belmont Walk currently provides vehicle access between the Council Car Park and High Street. Council has advised that it requires vehicle access between the Council Car Park and High Street to be maintained. The retention of Belmont Walk further reduces the development potential of the southern section of the Site/along the High Street frontage.
- The existing car park located within the southern section of the Site includes car parking directly adjoining the commercial tenancies at 164 High Street, Belmont which are orientated toward the car park. Given that these car parks support other tenancies, the redevelopment of these car parking spaces may impact on the operation of adjoining properties.

Noting the above constraints, the Site cannot be developed for a full-line supermarket with an active frontage along High Street. In response to these constraints, the Proposal sets the supermarket building behind the constrained section of the Site while utilising landscaping areas to provide an entrance plaza, upgraded bus shelter area, public seating and pedestrian paths connecting the supermarket to High Street.

Further to this, the following was discussed at a meeting held with Council on the 28<sup>th</sup> July 2023:

- It is not possible to produce built form to the High Street frontage without creating greater urban design and movement issues.
- It is understood between the relevant stakeholders that a PAD site building is not achievable and will not be an appropriate outcome on the Site.
- It was resolved that the Urban Design and Engineering referrals contained competing interests and that the preference was to resolve conflict issues within the car park.

Additionally, the services provided alongside the High Street interface are required by Fire Rescue Victoria, which requires the boosters along the title boundary. Accordingly, it is not possible to relocate the services as FRV would not support an alternative location.

Notwithstanding, the design was revised to provide additional landscaping and street furniture within the plaza area to create a more connected and pedestrian-friendly space. It is submitted that on balance, the Proposal presents positively to High Street and optimises opportunities for passive surveillance.

Please refer to **Appendix B** and **Appendix D** for detailed responses to Council's Urban Design referral comments.

#### Additional Informal Urban Design Comments – June 2024

It is noted that the latest informal comments received from Council's Urban Design Team (**Appendix E**) re-introduce the recommendation to include a small kiosk citing the creation of an unsafe area that invites graffiti by the proposed design, despite acknowledging the car parking, access and servicing requirements previously established with Council. The suggestion that the proposed design will create an unsafe area that invites graffiti is strongly refuted. As outlined above, the plaza area has been designed to create a more connected and pedestrian-friendly space. Furthermore, this part of High Street is busy with many pedestrians visiting the existing Coles store, adjoining tenancies and bus stop. It is an area that provides a high degree of surveillance and activity. It is not considered that the proposal will create an unsafe area.

Notwithstanding, the potential for a kiosk or separate PAD site has been already extensively interrogated by the client and design team, with Council subsequently agreeing that this will not be pursued. The Applicant has been advised by Council's planning officer that the latest informal comments were provided from a different officer who had not been involved in previous discussions.

Another comment sought a change to the the connection from the subject site to Belmont Square and Belmont Walk to be one way with exit-only preferred, to improve pedestrian conditions. The suggestion to make this access one-way only for vehicles is in direct conflict with site access arrangements assessed and agreed with Council to date.

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### 6.5.2 Church Street Interface

The Proposal utilises a mixture of brick materials, glazing and landscaping along the Church Street frontage.

In combination with the varied roof form and reduced building height along this frontage, the Proposal optimises the visual interest and articulation provided by the rear of the building.

The use of Church Street for loading is consistent with the existing operation of the Site and the role of Church Street within the context of the High Street, Belmont activity centre. More specifically, the materials palette has been carefully selected to ensure a highly responsive design that provides a quality design adjacent to the existing heritage building at the corner of Regent and Church Street.

In summary, the proposed site response provides an improved outcome when compared with the existing conditions and is highly responsive to the surrounding site context.

## 6.6 Is the proposed signage appropriate to the site and surrounding context?

---

The Proposal includes signage that responds appropriately to the building, the surrounding context and minimises any potential amenity/safety impacts.

A detailed assessment of the proposed signage against the decision guidelines is provided in the following sections of this report.

From a signage perspective, the site has four main interfaces to three distinct environments. A description of each signage environment is provided below:

- High Street, Belmont (to the east of the Site) presents as a typical main street activity centre with substantial signage associated with each shop front.
- Church Street (to the rear/West of the Site) presents as a commercial services streetscape. Signage (including business identification, pylon signs) is more restrained than on High Street but still very much present.
- Council Car park (to the south of the Site). Land on the southern side of the Council Car Park presents as typical shopfronts within an urban environment. Signage on each tenancy business identification signs located on and above the shop awnings.
- Church Site (to the north of the Site). Signage on the Church Site limited to two, small pylon signs located on the Regent Street frontage. Given the limited signage and the heritage church building, the streetscape and landscape character of this area is sensitive.

The High Street, Belmont sub-regional activity centre is a robust environment with extensive signage present. The proposed signage is consistent with the robust character and of scale and type that is expected.

It is noted that the Site has a sensitive interface to its north-east in the form of the Church Site. In response to this character, the Proposal does not include any signage orientated towards the church site.

The proposed signage is considered appropriate for the following key reasons:

- With the exception of the sky sign and direction signs, the business identification signage does not extend outside of the building envelope.
- By generally limiting the signs to within the building envelope, the Proposal:
  - Will not obscure or compromise important views from the public realm.
  - Will not dominate the skyline.
  - Will not impact significant public views.
  - Will not impede views to the existing signs.
- In response to each signage environment, the signage is primarily orientated to face High Street Belmont with limited signage directed toward the Council Car Park and Church Street environment. The Proposal does not include any signage orientated toward the Church Site.

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- Given the large size of the building, the level of signage proposed is proportionate and integrated within the architecture of the building.
- By proposing larger signs in fewer locations, the Proposal effectively rationalises the signage provided on the Site in a reduced number of locations which do not require visible signage structures.
- The proposed signs utilise internal illumination to limit light spill and do not face any residentially zoned areas or existing dwellings. As such, the illumination of the signs will not impact the amenity of any dwellings or residential areas.
- The proposed signs will improve road safety by providing visible instruction to customers arriving to the site and those circulating within the car park in locations which do not interrupt key views.

## 6.7 Does the proposal meet purpose and requirements of Clause 53.22 'Significant Economic Development'?

---

Clause 53.22 'Significant Economic Development' was introduced into the VPP's to prioritise and facilitate the planning, assessment and delivery of projects that will make a significant contribution to Victoria's economy and provide substantial public benefit, including jobs for Victorians.

The proposed development would involve a significant local capital (construction) investment of \$31 million with a total capital investment of \$48.68 million including acquisition of the existing "High St Belmont" supermarket and progress approval for a new, larger replacement store securing Coles' long term position in the catchment. The expanded supermarket is expected to require an additional 80 workers to operate, equivalent to +35 FTE jobs, when compared to the existing workforce at the smaller Coles store.

Clause 53.22 has also been introduced to facilitate projects with significant economic development that can deliver a high quality urban design, architecture and landscape architecture outcome. It has been demonstrated in this planning application and accompanying architectural drawings and landscape architectural plans that the development is capable of delivering a high quality and improved urban design, architectural and landscape outcome that will facilitate the renewal of a key retail anchor within the High Street, Belmont Activity Centre. Following a high degree of scrutiny from Council, a number of changes have been made to the design to ensure the current proposal is capable of delivering a highly refined outcome.

In accordance with Clause 52.33-1, the use is specified in Table 2, meets the cost of development threshold, and written advice from the Chief Executive Officer, Invest Victoria confirming the likely financial feasibility of the proposal has been obtained. As such, the Proposal has also met the Application Requirements at Clause 53.22-3.

Clause 53.22-3 allows the responsible authority to waive or vary any building height or setback requirement. The Site is not subject to any built form requirements, including building height or setbacks. Notwithstanding, it is submitted that the Proposal provides an appropriate and site-responsive design that has had regard to its surrounds. Furthermore, although not applicable to the site, the upper level office space has been set back further into the site to comply with Standard B17.

The decision guidelines at Clause 53.22-5 state that the responsible authority must consider, as appropriate, the purpose of the clause (addressed above), and the views of the Office of the Victorian Government Architect (OVGA). In relation to the latter, it is submitted that the views of the OVGA can be appropriately waived in this instance based on the following:

- The Site is not subject to any specific built form, architectural or heritage design requirements;
- The typical built form of a supermarket such as this, is reasonably straightforward and the proposal has provided an appropriate site-responsive built form;

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- The design team (CHC Architects and Tract Landscape) have produced a high-quality architectural and landscape response; and
- The design has already been through an extensive review process with Council, with a number of changes made to both the architectural and landscape design, and with in-principle support provided from Council's Urban Design team<sup>1</sup>.

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<sup>1</sup> It is noted that the latest informal comments received from Council's Urban Design Team re-introduce design matters that had previously been discussed and agreed with Council as being resolved, with the siting, layout and overall design broadly supported. The Applicant has been advised by Council's planning officer that the latest informal comments were provided from a different officer who had not been involved in previous discussions.

## 7 Conclusion

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It has been demonstrated in this planning application and accompanying documentation that the development will deliver a high quality urban design, architectural and landscape outcome that will facilitate the renewal of a key retail anchor within the High Street, Belmont Activity Centre.

It is expected that the development will deliver the following benefits to the community and the economy:

- Expanded supermarket floorspace and improvement of offer within store (e.g. bakery and deli included in new offer);
- Improved amenity on-site (architecturally designed building, additional car parking spaces, integrated design, improved public realm and pedestrian walkway);
- Facilitating multiple full-line supermarkets across the major brands, leading to improvements in choice and availability of shopping options, and a greater degree of price competition for supermarket patrons in the area;
- The proposed development would involve a significant local capital (construction) investment of \$31 million and total capital investment of \$48.68 million; and
- The expanded supermarket would require an additional 80 workers to operate, equivalent to +35 FTE jobs, when compared to the existing workforce at the smaller Coles store.

The Proposal is consistent with the provisions of the Greater Geelong Planning Scheme. Specifically, the Proposal:

- Is consistent with the purpose of the Commercial 1 Zone and will ensure the ongoing vitality and viability of the High Street, Belmont Activity Centre;
- Is consistent with the relevant provisions of the Municipal Planning Strategy and Planning Policy Framework;
- Provides for the safe and effective movement of pedestrians, private vehicles, delivery vehicles and waste collection vehicles through the Site;
- Provides appropriate areas for the internal storage of waste for recycling;
- Provides an appropriate provision of car parking in accordance with the requirements of Clause 52.06 (Car Parking);
- Provides an appropriate response to Clause 52.05 (Signs);
- Does not result in material amenity impacts on any dwellings or residential uses; and
- Achieves ESD best practice.

In addition to the above, a Section 173 Agreement between Coles and Council is proposed to address concerns regarding the ongoing protection of existing access arrangements for adjoining tenants who are dependent on a one-way access road. This is proposed to be secured via condition on permit (with proposed wording provided) and has received in-principal agreement from Council.

The application has been through an extensive process with the City of Geelong and external referral authorities during the Council planning permit application process and the current proposal is a highly refined outcome.

It has been demonstrated that the Proposal meets the purpose of Clause 53.22 'Significant Economic Development and Coles has a serious interest in progressing the development as soon as possible to mitigate any further development cost increase as well as capturing increased sales through the delivery of a larger format store. It is respectfully submitted, that a planning permit should be issued for the proposal in its current form.

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Tract Consultants Pty Ltd  
6/6 Riverside Quay  
SOUTHBANK VIC 3006

16 June 2023

PI: 229262  
PP: PP-470-2023

**Re: Planning Permit Application: PP-470-2023**  
**Address: 158-162 High Street, BELMONT VIC 3216**  
**Proposal: Buildings and Works associated with the Construction of a Supermarket and Bottle Shop and Display of Illuminated Signage**

We are writing to let you know that some essential information is missing from your planning permit application.

You will find details of the missing information on the following pages of this letter. The items marked 'Required' must be submitted by the due date to allow us to decide if a permit should be issued.

We have also noted some other important items for you to clarify or reconsider, so we can make the best possible permit decision.

Please email the requested information, including any attachments, to [statplanning@geelongcity.vic.gov.au](mailto:statplanning@geelongcity.vic.gov.au)

### What you need to know



You must send us the required information described in this letter by the due date of **15 August 2023**.



Your application may lapse if we don't receive the required information by this due date.



You must email us before the due date if you need more time to send us the required information.



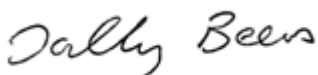
A decision cannot be made on your application if it lapses.



Your planning permit application must be refused if the required information is not submitted.

Should you require any further information please contact **Sally Beers** on **03 5272 4807** or [sbeers@geelongcity.vic.gov.au](mailto:sbeers@geelongcity.vic.gov.au).

Yours sincerely



**SALLY BEERS**  
**STATUTORY PLANNING**  
Wurriki Nyal  
137-149 Mercer Street, GEELONG

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## About This letter

We have sent you this letter because you are the permit applicant, or you have been chosen by the permit applicant to be the contact person for their planning permit application.

This letter has been issued to you in accordance with *Section 54 of the Planning and Environment Act 1987* (the Act).

Section 54A of the Act allows you to ask for an extension to the lapse date. Your request must be received in writing before the lapse date. Only written applications for an extension will be considered.

The due date for information required is the date that the application will lapse under Section 54B of the Act.

Please contact us if you have any questions about the information we have requested in this letter:

- Email [statplanning@geelongcity.vic.gov.au](mailto:statplanning@geelongcity.vic.gov.au)
- Call our statutory planning team on 5272 4456

Or visit the '[Planning permits](#)' page of the City's website to learn more about the planning permit application process.

## INFORMATION REQUIRED FOR YOUR PLANNING PERMIT APPLICATION

The symbols we use prioritise missing information and help you prepare your written response.

Your response **MUST** include all the information that is marked 'Required'. If this information is not supplied before the due date your permit application may lapse, or the grant of a permit may be refused.

A written response to items with 'Important' or 'Comment' symbols help solve problems and answer our questions. This information can help to avoid delays in making a permit decision.

The comments below may include links to external websites. If the links don't work, try an online search for the item, or contact us for assistance.

### Key to priority symbols:



**Required** – This information must be provided before a planning permit decision can be made.




**Important** – This information should be provided to help us assess your application, clarify issues, or minimise delays.



**Comment** – The information we have is acceptable, but something could be made better.

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## APPLICATION INFORMATION

ITEM	PRIORITY	INFORMATION REQUIRED
1. Sale of Packaged Liquor		<p>It is noted that the new building is to contain a bottle shop. Under Clause 52.27, licensed premise, a planning permit is required for the sale of packaged liquor.</p> <p>Please either:</p> <ol style="list-style-type: none"> <li>provide evidence that a planning permit is not required under this Clause for the sale or packaged liquor as you already have valid approval; or</li> <li>amend your application to formally apply for this use and pay the appropriate fee. The checklist for information to be provided for this assessment is outlined on the following link: <a href="https://www.geelongaustralia.com.au/planning/article/item/8cd9cd0b4c33c94.aspx">https://www.geelongaustralia.com.au/planning/article/item/8cd9cd0b4c33c94.aspx</a></li> </ol> <p>A new planning permit application form may be downloaded in <a href="#">Microsoft Word</a> or <a href="#">Adobe PDF</a> versions.</p>

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## INFORMATION TO ASSESS THE PROPOSAL






Personal information including names, email addresses and phone numbers that identify a person must not be shown on plans or documents submitted for assessment as part of your permit application for [privacy protection](#) reasons.

ITEM	PRIORITY	COMMENTS
2. Description of Use		<p>Your application is missing some detail in a written statement describing the change of land use proposed.</p> <p>Your written statement must explain, where relevant:</p> <ul style="list-style-type: none"> <li>Whether a planning permit is required under Clause 52.27 Licenced premise to sell packaged liquor from the site.</li> </ul>
3. Design Response Plans (Site Layout and Floor Plans)		<p>Your application is missing some detail on a proposed design response site layout and floor plan.</p> <p>Your site layout and floor plan must be drawn to scale (1:100 or otherwise, as appropriate) and fully dimensioned to also show, where relevant:</p> <ul style="list-style-type: none"> <li>Please provide a clear floor plan layout of the proposed supermarket. The one provided is difficult to read.</li> <li>Please include any unencumbered easements/restrctions on your land.</li> <li>Please amend the plans to describe what the below is used for. Have you got written confirmation from the service provider that your proposal is compatible with this use ?</li> </ul>





ITEM	PRIORITY	COMMENTS
		<div data-bbox="810 203 1465 568" data-label="Image"> </div> <ul data-bbox="762 600 1465 752" style="list-style-type: none"> <li>Clearly mark the location of proposed fencing and proposed structures to be built over and around the front carpark. The 3D plans show high fencing and covered walkways. The position of these features are not clearly shown on the site plan.</li> </ul> <div data-bbox="810 757 1465 1106" data-label="Image"> </div> <ul data-bbox="762 1115 1465 1482" style="list-style-type: none"> <li>Include Engineering requirements outlined in their referral response.</li> <li>Please show the location of light poles in the open carpark and entries</li> <li>Include ESD initiatives to be shown on the plans</li> <li>Please include the location of Belmont Walk and Belmont Square on the plans and demonstrate on plan and in writing how this access will not be impacted as a result of the development.</li> </ul> <div data-bbox="826 1509 1342 1935" data-label="Image"> </div> <p data-bbox="879 1951 1289 1980" style="text-align: center;"><b>Location of Belmont Walk on LASSI</b></p>

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ITEM	PRIORITY	COMMENTS
<p>4. Proposed Elevations</p> <div data-bbox="0 573 544 909" style="border: 2px solid red; padding: 5px; margin-top: 10px;"> <p style="color: red; text-align: center; font-weight: bold;">This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright</p> </div>		<p>Your application is missing some detail on proposed elevations.</p> <p>Your proposed elevations must be drawn to scale (1:100 or otherwise, as appropriate) and fully dimensioned to show, where relevant:</p> <ul style="list-style-type: none"> <li>• Fully dimensioned elevation plans of all built forms including fencing and covered walkway, as indicated will be provided on the 3D plans; and include a schedule of materials, colours, and external finishes</li> <li>• Details of cut and fill, including the cut proposed for the underground carpark. Depths to be marked on the plans. Noted, this is shown on the section plans, but not the elevation plans, and NGL details missing on the section plans,</li> <li>• Finished floor levels proposed buildings and overall heights to Australian Height Datum (AHD). This is especially needed as NGL will alter after the site cut done and overall heights impossible to measure without AHD levels.</li> <li>• correctly proportioned street elevations or photographs showing the development in the context of adjacent buildings</li> </ul>
<p>5. Water authority assets and infrastructure</p>		<p>Our records show that there are water authority assets within the boundaries of your site.</p> <p>To work out if these might be affected by your proposal, contact Barwon Water regarding their access and/or asset protection requirements.</p> <p>Comments from Barwon Water are yet to be received and will be forwarded to you for comment/review when received.</p>
<p>6. Stormwater Management in Urban Development</p>		<p>Your application is missing some details of the proposed stormwater management system, including drainage works and retention, detention and discharges of stormwater to the drainage system.</p> <p>A written statement, including relevant plans and design detail, must be prepared by a suitably qualified and experienced person. This information must demonstrate that your application meets the requirements of this Clause.</p>
<p>7. Cumulative Impact Assessment</p>		<p>Your application is missing some detail on a cumulative impact assessment in the event that it is determined that a planning permit is required for sale of packaged liquor.</p>
<p>8. Information required by the <a href="#">Greater Geelong Planning Scheme</a></p>		<p>Your application is missing some information that demonstrates your proposal meets the requirements of:</p> <p>Your application should include a written statement explaining how your proposal will produce acceptable outcomes in terms</p>

ITEM	PRIORITY	COMMENTS
		<p>of the meets the purpose and decision guidelines of:</p> <ul style="list-style-type: none"> <li>• the Clause 52.27 Liquor Licence Particular Provision for sale of packaged liquor.</li> <li>• Clause 65.01, including the need to ensure the development results in the orderly planning of the area.net community benefit and is compatible with other land uses. <ul style="list-style-type: none"> <li>○ For example, it is noted that the adjoining businesses have waste collector/loading zone near the proposed new building, and Belmont Walk is to be narrowed. How is the narrow width of the access still allow safe access for waste collection?</li> </ul> </li> </ul> <div data-bbox="711 696 1458 1193" data-label="Image"> <p>The diagram is a detailed site plan for a commercial development. It shows a liquor store (360 m²) and a supermarket (360 m²) with their respective parking spaces. A yellow highlighted area is labeled 'TAXI ZONE'. Other features include a 'BOUNDARY LINE', 'PROPERTY LINE', 'CROSSING', and '24 CARS' parking area. The plan also indicates 'WASTE COLLECTOR/LOADING ZONE' and 'BELMONT WALK'.</p> </div> <div data-bbox="954 1211 1465 1675" data-label="Image"> <p>A photograph showing the exterior of a building with 'SUBSIDI' signs above the entrance. In the foreground, there are several red bollards and a paved area, likely related to the taxi zone or waste collection area mentioned in the plan.</p> </div> <ul style="list-style-type: none"> <li>○ Please explain if the taxi zone within the subject site will be replaced to result in a net community benefit for the community?</li> </ul>

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ITEM	PRIORITY	COMMENTS
<p style="color: red; border: 1px solid red; padding: 5px;">This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright</p>		 <ul style="list-style-type: none"> <li>○ Please explain how shopping trolleys will be managed so that they are not left in the carpark or the street.</li> </ul>
<p>9. Referral authority and officer requirements</p>		<p>A written statement should be provided in response to the matters raised in the comments of referral authorities and our officers (see Additional Comments section below).</p> <p>You may need to change part, or all, of your proposal to gain referral authority and officer support. If so, your statement should detail the changes you are prepared to make, and be supported by plans and other documents that show these changes.</p> <p>Where any changes to your proposal are significant or introduce new planning permit requirements, it may be necessary to complete a '<a href="#">Request to Amend a Current Planning Permit Application</a>' form in accordance with s50 of the Act.</p>


## ADDITIONAL COMMENTS

A review of your application has raised queries or concerns from external referral authorities and/or the City's internal referral units. Below is a summary of comments for your consideration and response.

It is recommended your permit application be revised in response to the following comments. If you choose not to make changes, your application might not gain officer support for the grant of a planning permit.

The comments below may include links to external websites. If the links don't work, try an online search for the item, or contact us for help.


### External Referral Authority Requirements


AUTHORITY/AGENCY	PRIORITY	COMMENTS
<p>10. Section 52(1)(d) Notice</p>		<p>Notice of your application has been given to the following external authorities and agencies in accordance with the requirements of the Scheme, and <a href="#">Section 52(1)(d) of the</a></p>






AUTHORITY/AGENCY	PRIORITY	COMMENTS
<p style="color: red; border: 1px solid red; padding: 5px;">This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright</p>		<p><a href="#">Planning and Environment Act:</a></p> <ul style="list-style-type: none"> <li>• EPA</li> <li>• Barwon Water</li> <li>• Victorian Police</li> <li>• Transport for Victoria</li> <li>• Department of Transport</li> </ul> <p>The following comments have been received.</p> <ul style="list-style-type: none"> <li>• Victorian Police</li> </ul> <p>A full copy of their response will be sent to you in addition to this letter. Their response includes their contact information if you need it.</p> <p>The EPA provided informal advice noting that the acoustic report:</p> <ul style="list-style-type: none"> <li>• Should also include ongoing monitoring measures to ensure the supermarket is proactively monitoring noise levels to comply with their environmental duty of care. Fixing on site noise levels to comply should not be reactive; and</li> <li>• Table 8 in the acoustic report has maximum noise levels for 29 Regent Street in both the night and evening, with no buffer. This is a tight assessment with not much room for error. How is this going to be managed.</li> </ul> <p>No response has yet been received and no additional information has been requested from:</p> <ul style="list-style-type: none"> <li>• Barwon Water</li> <li>• Transport for Victoria</li> <li>• Department of Transport</li> </ul> <p>Any comments or information requests received will be provided to you without delay for you to review and provide a response if needed</p>

### Internal Referral Unit Requirements





DEPARTMENT/UNIT	PRIORITY	COMMENTS
11. Urban Design		<p>It is however noted that Urban Design have advised that they are not supportive of the design as it currently stands and significant changes are required to receive their support.</p> <p>No formal response however has been received to date. Any comments or information requests received will be provided to you without delay.</p> <p>Once Urban Design comments are received, you are strongly suggested to review and respond to any issues raised.</p> <p>In the meantime, Urban Design advised that issues that they outlined in the pre app for this application remain.</p> <p>Urban Design were not supportive of the layout of the development in the pre app and requested the layout be</p>

DEPARTMENT/UNIT	PRIORITY	COMMENTS
		<p>redesigned.</p> <p>Design changes included (non exclusive) the need to provide more direct frontage along High Street and car parking at the High street frontage be avoided. Urban Design advised that these key issues still remain with the current design.</p> <p>Design changes were encouraged under the <i>Urban Design guidelines for Victoria</i>- see 5.3 Large format retail premises. This is a policy document under Clause 11.03-1S Activity centres, 15.01-1S Urban design, 15.01-2S Building design, 15.01-4S Healthy neighbourhoods in the Greater Geelong Planning Scheme.</p> <p>It is noted that the development is still at odds with these directions. These directions help inform how policy is to be interpreted.</p> <p>In addition, Clause 15.01-1L-01 Development in Activity centres encourages car parking areas to be located to the side or the rear and not dominate the front setback area, and provide active street frontages. The development also appears at odd with these policy directions.</p>
12. Engineering Services		<p>The following comments and request for information were provided for your response:</p> <ul style="list-style-type: none"> <li>• <i>Engineering seeks a minimum 1.0m offset of vehicle crossings from all street furniture (poles, pits, etc.).</i></li> <li>• <i>The offsets for vehicle crossing from all street furniture and pits must be shown on plan.</i></li> <li>• <i>The traffic report shall provide commentary about retaining the existing northern High St exit as an option, and to determine the merits of doing this as opposed to the one entry/exit point.</i></li> <li>• <i>Provide the manufacturer's specifications of the turntable model to be used in the loading area.</i></li> <li>• <i>There is sight distance issue for drivers exiting High Street due to high brickwork near signage.</i></li> <li>• <i>Make sure the no stopping sign pole is relocated in Church Street.</i></li> <li>• <i>Remove the door in the basement carpark as shown below:</i></li> <li>• <i>Provide wheel stopper on yellow highlighted below car parks near footpath:</i></li> <li>• <i>Change the direction of opening of the door facing footpath in Church Street.</i></li> <li>• <i>Engineering are not comfortable with the removal of the northern vehicle crossing, as it currently reduces the frequency of conflict points at the southern vehicle crossing. Having all the entry and exit movements at the one vehicle crossing is a concern as it can only be widened so far due to the light pole at the southern edge and Telstra pit on the northern edge. Engineering have looked at this on-site, and space that vehicles require to enter the site needs to be wider to what has been shown on the plan. For further information, the traffic report shall provide commentary about retaining the existing northern High St exit as an option, and to determine the merits of doing this as</i></li> </ul>

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DEPARTMENT/UNIT	PRIORITY	COMMENTS
		<p><i>opposed to the one entry/exit point.</i></p> <p>Please see attached engineering referral response for additional information.</p>
13. Health		<p>The following comments and request for information were provided for your response:</p> <ul style="list-style-type: none"> <li>The acoustic report is to be amended to include a proactive approach to the Environmental Duty of Care. This is to be achieved by having on going monitoring measures to ensure compliance. It is noted that this information is missing from the report.</li> </ul> <p>Please see attached engineering referral response for additional information.</p>
14. Environment (ESD)		<p>The following comments and request for information were provided for your response:</p> <ul style="list-style-type: none"> <li>There are 11 items in total that need to be responded too. Please see attached ESD referral response that outlines the further information needed for assessment.</li> </ul> <p>Please see attached engineering referral response for additional information.</p>
15. Parks (Street Tree Planning)		<p>The following comments and request for information were provided for your response.</p> <ul style="list-style-type: none"> <li><i>4-5 m3 of soil is inadequate for trees the size of Banksia integrifolia &amp; Syzigium smithii (which have a far greater size than the listed 5m x 2m). With only 4-5m available, maybe the following species could be considered –</i> <ul style="list-style-type: none"> <li><i>Lagerstroemia x faurei,</i></li> <li><i>Cercis canadensis,</i></li> <li><i>Gleditsia triacanthos ‘Elegantissima’,</i></li> <li><i>Callistemon ‘KPS’</i></li> <li><i>Corymbia citriodora ‘Baby Citro’ or ‘Lemon Essence’</i></li> <li><i>Hakea laurina</i></li> </ul> </li> <li><i>The narrow (2.4m wide) beds to the north and south of the building may be more appropriate for narrow / upright trees,</i> <ul style="list-style-type: none"> <li><i>Elaeocarpus reticulatus</i></li> <li><i>Elaeocarpus eumundii</i></li> <li><i>Zelcova serrata ‘Mushashino’</i></li> <li><i>Quercus robur x alba ‘Crimson Spire’</i></li> <li><i>Magnolia ‘Alta’</i></li> </ul> </li> <li><i>Parks do not believe that the arbour structure should extend into the public realm, as this may cause future maintenance issues between Council and the applicant, particularly when the public section of the structure is connected to private section of the structure.</i></li> </ul>

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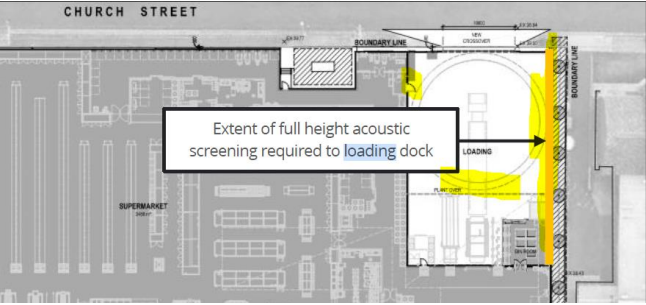
DEPARTMENT/UNIT	PRIORITY	COMMENTS
		<ul style="list-style-type: none"> <li>• <i>General comment - Banksia integrifolia &amp; Syzigium smithii produce fruit which is large and prolific throughout the canopy tree. These may not be tree species conducive to being located surrounded by a hardstand area like a car park</i></li> </ul> <p>Please see attached engineering referral response for additional information.</p>
16. Local Laws		No response has yet been received and no additional information has been requested to date. Any comments or information requests received will be provided to you without delay.
17. Heritage		<p>The following comments were provided:</p> <p><i>Having reviewed the submitted drawings date-stamped 19 May 2023, the following response should be considered informal only given that no heritage overlay applies to the subject site at 158-162 High Street. The site adjoins the Geelong Masonic Centre (former Methodist/Uniting Church) that has local significance as an architectural and historical landmark in this part of Belmont, and is identified by HO1860.</i></p> <p><i>While the new building is to be constructed on the boundary to Church Street, the single storey height will ensure no adverse affect on the former Church building that will continue to enjoy landmark status. The Church fronts onto Regent Street, its visual connection to the proposed development being the rear elevation. The face brickwork of the new building gives a passing acknowledgement of the visual strength of the Church building.</i></p> <p><i>Overall informally, no heritage impact should result.</i></p>
18. Waste		<p>The following comments were provided:</p> <ul style="list-style-type: none"> <li>• <i>Waste Management Plan is satisfactory and comprehensive. Bins are screened form public view.</i></li> <li>• <i>Private contractors will supply bins and carry out collection services.</i></li> </ul>
19. Arts and Culture		<p>The following comments were provided for your response:</p> <ul style="list-style-type: none"> <li>• <i>Conditionally supportive of the inclusion of 3 community art panels as per plans. These public artworks will remain the responsibility of the building owner, whose responsibility it is to commission and fund new works for this site. We would prefer local artists are used. Public art artist fees can be found on NAVA's website, or we are happy to provide indicative costs.</i></li> <li>• <i>We would not support an open-ended community art wall where community have access to the wall to create on an ongoing basis, unregulated or unpaid.</i></li> </ul>

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DEPARTMENT/UNIT	PRIORITY	COMMENTS
20. Strategic Planning		No objection, no conditions- please see referral attached.

### Statutory Planning Assessing Officer

ITEM	PRIORITY	COMMENTS
21. Statutory Planning Comments		<p>After the requested further information is provided, a detailed assessment of your application can be done to decide whether or not officer support for the grant of a permit can be given.</p> <p>Based on the above, issues that require further assessment include (non inclusive):</p> <ul style="list-style-type: none"> <li>• Engineering/traffic concerns</li> <li>• Urban Design/Parks concerns</li> <li>• ESD/stormwater requirements</li> <li>• Compatibility of the layout with surrounding land uses and achieving an orderly planning outcome/net community benefit</li> <li>• Permit triggers for packaged liquor licence</li> <li>• Explain how there is sufficient room for the truck turning circle to operate without impacting the internal layout of the building, or the acoustic wall.</li> </ul> <p>acoustic screening to loading dock area</p>  <ul style="list-style-type: none"> <li>• Ensure that the illuminated signage does not impact residential areas and signage complies with Greater Geelong Advertising sign guidelines- see: <ul style="list-style-type: none"> <li>○ <a href="https://www.geelongaustralia.com.au/common/Public/Documents/8cbd3742ddc170a-Advertising%20Sign%20Guidelines%20Nov%201997%20(Amended%20Oct%202014).pdf">https://www.geelongaustralia.com.au/common/Public/Documents/8cbd3742ddc170a-Advertising%20Sign%20Guidelines%20Nov%201997%20(Amended%20Oct%202014).pdf</a> ; and</li> <li>○ <a href="https://www.geelongaustralia.com.au/8d8fdccb84f3302-GreaterGeelongC383ggeeCityofGreaterGeelongAdvertisingSignGuidelines(May2022)Exhibition.PDF">8d8fdccb84f3302-GreaterGeelongC383ggeeCityofGreaterGeelongAdvertisingSignGuidelines(May2022)Exhibition.PDF</a> (<a href="https://www.geelongaustralia.com.au">geelongaustralia.com.au</a>)</li> </ul> </li> </ul>

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## Appendix B Response to Request for Further Information and Section 50 Amendment, December 2023

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**Sally Beers**

Principal Statutory Planner  
City of Greater Geelong  
via email: [sbeers@geelongcity.vic.gov.au](mailto:sbeers@geelongcity.vic.gov.au)

8 December 2023

Dear Sally

**Response to Request for Further Information, Referral Comments & Section 50 Amendment  
Planning Application No. PP-470-2023  
158-162 High Street, Belmont**

Tract Consultants Pty Ltd continues to act on behalf of the Applicant, Coles Group Property Developments Ltd, in relation to the above planning permit application.

Thank you for your request for further information and identification of preliminary matters dated 16 June 2023, as well as the various internal referral comments received via separate correspondence.

Tract also confirms receipt of comments from Department of Transport and Planning, the Head of Transport for Victoria, the Environmental Protection Agency, Barwon Water and Victoria Police relating to this application.

In response to items raised by Council and external agencies, we are pleased to enclose the following to assist Council in its ongoing consideration of this matter:

- A detailed planning submission, prepared by Tract, responding to RFI items and referral comments (Appendix A);
- Updated Architectural Plans, prepared by Clarke Hopkins Clarke Architects;
- An Updated Town Planning Report, prepared by Tract;
- An Updated Landscape Concept Report, prepared by Tract;
- An Updated Traffic Impact Assessment, prepared by Ratio;
- An Updated Sustainability Management Plan, prepared by Ark Resources;
- The MUSIC sqz file, prepared by Ark Resources;
- A Stormwater Management Strategy, prepared by KD Engineering;
- An Acoustic Memorandum, prepared by Clarity Acoustics; and
- A letter of conditional approval, issued by Barwon Water.

The below response and updated application material reflects discussions held with the City of Greater Geelong on the 28<sup>th</sup> of July 2023.

All proposed changes have been clouded within the updated architectural drawings prepared by Clarke Hopkins Clarke Architects. The rationale and justification for these changes is outlined within the town planning submission provided at Appendix A.

Planning approval is also sought pursuant to section 50 of the *Planning and Environment Act 1987* for the reduction of the car parking requirement pursuant to clause 52.06-3 of the *Greater Geelong Planning*

*Scheme.* The reduction has resulted from the reconfiguration of the Coles 'click and collect' bays in accordance with the referral comments received from Council's urban design and engineering departments. If for any reason this correspondence does not satisfy Council's Request for Further Information, an extension of time to the due date of 15 December 2023 is sought.

Should you have any queries regarding the above, or require any further clarification, please contact Jackie Kirby on 0431 813 533 / [jkirby@tract.net.au](mailto:jkirby@tract.net.au) or myself on 0401 733 689 / [pathanasopoulos@tract.net.au](mailto:pathanasopoulos@tract.net.au).

Yours sincerely



**Perry Athanasopoulos**

Senior Town Planner

Tract

[pathanasopoulos@tract.net.au](mailto:pathanasopoulos@tract.net.au)

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**Response to Statutory Planning RFI**

RFI Item	Response
<p>1. <u>Sale of Packaged Liquor</u>  <i>It is noted that the new building is to contain a bottle shop. Under Clause 52.27, licensed premise, a planning permit is required for the sale of packaged liquor.</i></p>	<p>No liquor licence is proposed as part of this planning permit application. This will be subject to a separate and subsequent planning application.</p> <p>If required, the plans can be amended to remove reference to the expanded floor area for the Liquorland tenancy.</p> <p>Signage would be retained in accordance with the existing use rights.</p>
<p>2. <u>Description of Use</u>  <i>Your application is missing some detail in a written statement describing the change of land use proposed.</i>  <i>Your written statement must explain, where relevant:</i></p> <ul style="list-style-type: none"> <li>• <i>Whether a planning permit is required under Clause 52.27 Licenced premise to sell packaged liquor from the site.</i></li> </ul>	<p>No liquor licence is proposed as part of this planning permit application.</p> <p>Refer RFI Response item #1 for further detail.</p>
<p>3. <u>Design Response Plans (Site Layout and Floor Plans)</u>  <i>Your application is missing some detail on a proposed design response site layout and floor plan.</i>  <i>Your site layout and floor plan must be drawn to scale (1:100 or otherwise, as appropriate) and fully dimensioned to also show, where relevant:</i></p>	<p>The information identified in RFI item #3 have been prepared by CHC Architects and identified on the RFI Response Architectural Plans.</p> <p>A response to the requested items has been provided below:</p>

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*Please provide a clear floor plan layout of the proposed supermarket. The one provided is difficult to read.*

The proposed floor plan of the Coles is not required for or subject to the planning permit application. Accordingly, the floor plan has been deleted from the ground floor plan.

This matter is an internal matter for Coles and is subject to the Coles internal design standards. The proposed development floorplate is able to accommodate a full-scale supermarket in this location.

Refer to the Architectural Plans prepared by CHC Architects for further information.

- 
- Please include any unencumbered easements/restrictions on your land.*

Easements and restrictions have been annotated on plans TP200 & TP201 of the Architectural Plan set prepared by CHC Architects.

- 
- Please amend the plans to describe what the below is used for. Have you got written confirmation from the service provider that your proposal is compatible with this use? (refer image)*

The image in question depicts the existing substation at the Site. The substation will be demolished and reconstructed as part of the development in accordance with the relevant guidelines for substation construction.

- 
- Clearly mark the location of proposed fencing and proposed structures to be built over and around the front carpark. The 3D plans show high fencing and covered walkways. The position of these features are not clearly shown on the site plan. (refer image)*

The location of proposed fencing and proposed structures have been more clearly identified on the architectural plans and are consistent with the 3D renderings within the plan set.

- 
- Include Engineering requirements outlined in their referral response.*

The requirements outlined in the engineering internal referral have been included in the Site Layout Plans. Refer to RFI Response item #12 below for further information.

- 
- Please show the location of light poles in the open carpark and entries*

As a matter of detailed design, we respectfully request that this be included as a condition on the planning permit.

- 
- Include ESD initiatives to be shown on the plans*

Solar panels, rainwater catchment areas and rainwater tanks have been identified within the architectural plans. Refer to TP200-TP203 of the Architectural Plans prepared by CHC Architects.

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External shading has been included on the elevation drawings, as noted in the SMP. Refer to TP400 and TP401 of the Architectural Plans prepared by CHC Architects.

- *Please include the location of Belmont Walk and Belmont Square on the plans and demonstrate on plan and in writing how this access will not be impacted as a result of the development.*

The location of Belmont Square and Walk have been identified on the plans.

Refer to sheet TP200 of the Architectural Plans prepared by CHC Architects.

#### 4. Proposed Elevations

*Your application is missing some detail on proposed elevations.*

*Your proposed elevations must be drawn to scale (1:100 or otherwise, as appropriate) and fully dimensioned to show, where relevant:*

- *Fully dimensioned elevation plans of all built forms including fencing and covered walkway, as indicated will be provided on the 3D plans; and include a schedule of materials, colours, and external finishes*
- *Details of cut and fill, including the cut proposed for the underground carpark. Depths to be marked on the plans. Noted, this is shown on the section plans, but not the elevation plans, and NGL details missing on the section plans,*
- *Finished floor levels proposed buildings and overall heights to Australian Height Datum (AHD). This is especially needed as NGL will alter after the site cut done and overall heights impossible to measure without AHD levels.*
- *Correctly proportioned street elevations or photographs showing the development in the context of adjacent buildings*

The information identified in RFI item #4 have been prepared by CHC Architects and identified on the RFI Response Architectural Plans.

The elevation plans on TP400 & TP401 have been fully dimensioned (in AHD). A materials schedule has been provided on Sheet O3.01 of the RFI Response Architectural Plans.

Details of the cut and fill of the Site have been identified on the Building Section drawings and the proposed elevations on TP450, TP451, TP400 & TP401.

The elevations drawings have included additional context of relevant adjacent buildings. Refer TP400 and TP401.

Refer to the Architectural Plans prepared by CHC Architects for further information.

#### 5. Water authority assets and infrastructure

*Our records show that there are water authority assets within the boundaries of*

A referral response from Barwon Water was received on 3 August 2023.

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*your site. To work out if these might be affected by your proposal, contact Barwon Water regarding their access and/or asset protection requirements.*

*Comments from Barwon Water are yet to be received and will be forwarded to you for comment/review when received.*

The permit applicant has worked extensively with Barwon Water in order to address their concerns with the application and gain conditional approval from the authority on 11 October 2023 to build over the easement.

Refer to attached correspondence with Barwon Water, which has been submitted as part of the RFI Response package.

---

**6. Stormwater Management in Urban Development**

*Your application is missing some details of the proposed stormwater management system, including drainage works and retention, detention and discharges of stormwater to the drainage system.*

*A written statement, including relevant plans and design detail, must be prepared by a suitably qualified and experienced person. This information must demonstrate that your application meets the requirements of this Clause.*

A Stormwater Management Strategy has been provided as part of this submission to respond to the requirements of Clause 53.18.

Refer to the Stormwater Management Strategy prepared by KD Engineering for further information.

---

**7. Cumulative Impact Assessment**

*Your application is missing some detail on a cumulative impact assessment in the event that it is determined that a planning permit is required for sale of packaged liquor.*

The application does not include provision for a liquor licence, therefore this RFI item is not applicable.

Refer responses to RFI item #1 for further detail.

---

**8. Information required by the Greater Geelong Planning Scheme**

*Your application should include a written statement explaining how your proposal will produce acceptable outcomes in terms of the meets the purpose and decision guidelines of:*

- The Clause 52.27 Liquor Licence Particular Provision for sale of packaged liquor.
- Clause 65.01, including the need to ensure the development results in the orderly planning of the area.net

Refer to RFI Response item #1 in relation to the application's approach to liquor.

**Adjoining businesses waste/loading zones**

The waste and loading arrangements for neighbouring businesses remains appropriate as a result of this planning permit application.

**Taxi Zone**

The taxi zone is not a formal arrangement between any party and Coles, as a retailer and private landowner, are not obligated to continue to provide this service on their land. It is considered unreasonable to use this as a net community benefit.



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community benefit and is compatible with other land uses.

- o For example, it is noted that the adjoining businesses have waste collection/loading zone near the proposed new building, and Belmont Walk is to be narrowed. How is the narrow width of the access still allow safe access for waste collection?
- o Please explain if the taxi zone within the subject site will be replaced to result in a net community benefit for the community?
- o Please explain how shopping trolleys will be managed so that they are not left in the carpark or the street.

#### Shopping trolleys

Shopping trolleys are a management matter and are not considered relevant to this planning permit application.

---

**9.** Referral authority and officer requirements

*A written statement should be provided in response to the matters raised in the comments of referral authorities and our officers (see Additional Comments section below).*

*You may need to change part, or all, of your proposal to gain referral authority and officer support. If so, your statement should detail the changes you are prepared to make, and be supported by plans and other documents that show these changes.*

*Where any changes to your proposal are significant or introduce new planning permit requirements, it may be necessary to complete a 'Request to Amend a Current Planning Permit Application' form in accordance with s50 of the Act.*

Noted.

Refer to the below responses in relation to the relevant referral authority and officer requirements, in the RFI response items below.

---

**10.** Section 52(1)(d) Notice

*Notice of your application has been given to the following external authorities and agencies in accordance with the requirements of the Scheme, and Section*

Noted.

We confirm the receipt of the comments from the relevant referral authorities. These items have been addressed below against the respective comments provided by the external authorities.

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52(1)(d) of the Planning and Environment Act:

Refer External Referral Agency comments below for further detail.

- EPA
- Barwon Water
- Victorian Police
- Transport for Victoria
- Department of Transport

---

**11. Urban Design**

*Detailed comments have been provided and are itemised below.*

A full response to the Urban Design referral comment is provided below.

Refer Internal Referral Agency comments below for further detail.

---

**12. Engineering Services**

*Detailed comments have been provided and are itemised below.*

A full response to the Engineering Services referral comment is provided below.

Refer Internal Referral Agency comments below for further detail.

---

**13. Health**

*Detailed comments have been provided and are itemised below.*

A full response to the Environment (Health) referral comment is provided below.

Refer Internal Referral Agency comments below for further detail.

---

**14. Environment (ESD)**

*Detailed comments have been provided and are itemised below.*

A full response to the Environment (ESD) referral comment is provided below.

Refer Internal Referral Agency comments below for further detail.

---

**15. Parks (Street Tree Planning)**

*Detailed comments have been provided and are itemised below.*

A full response to the Parks Department referral comment is provided below.

Refer Internal Referral Agency comments below for further detail.

---

**16. Local Laws**

*No comments have been received from Local Laws.*

Noted.

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**17. Heritage**

*The following comments were provided:*

Heritage's support is noted and acknowledged.

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*Overall, informally, no heritage impact should result.*

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**18. Waste**

Waste's support is noted and acknowledged.

*The following comments were provided:*

- *Waste Management Plan is satisfactory and comprehensive. Bins are screened from public view.*
- *Private contractors will supply bins and carry out collection services.*

---

**19. Arts and Culture**

Arts and culture's support is noted and acknowledged.

*The following comments were provided for your response:*

- *Conditionally supportive of the inclusion of 3 community art panels as per plans. These public artworks will remain the responsibility of the building owner, whose responsibility it is to commission and fund new works for this site. We would prefer local artists are used. Public art artist fees can be found on NAVA's website, or we are happy to provide indicative costs.*
- *We would not support an open-ended community art wall where community have access to the wall to create on an ongoing basis, unregulated or unpaid.*

---

**20. Strategic Planning**

Strategic Planning's support is noted and acknowledged.

*No objection, no conditions.*

---

**21. Statutory Planning Comments**

*After the requested further information is provided, a detailed assessment of your application can be done to decide whether or not officer support for the grant of a permit can be given.*

*Based on the above, issues that require further assessment include (non inclusive):*

- *Engineering/traffic concerns*
- *Urban Design/Parks concerns*

In relation to the queries identified, please refer to the following RFI Response items for a detailed response:

- Engineering/Traffic – RFI response item # 12
- Urban Design & Parks – RFI Response items # 11 & # 15
- ESD/stormwater – RFI Response items # 6 & # 14
- Compatibility of the site plan – RFI Response items # 8 & # 11
- Liquor – RFI Response item # 1

- *ESD/stormwater requirements*
- *Compatibility of the layout with surrounding land uses and achieving an orderly planning outcome/net community benefit*
- *Permit triggers for packaged liquor licence*
- *Explain how there is sufficient room for the truck turning circle to operate without impacting the internal layout of the building, or the acoustic wall.*
- *Ensure that the illuminated signage does not impact residential areas and signage complies with Greater Geelong Advertising sign guidelines*

#### Truck turning circles

The loading bay incorporates the use of a turn table to facilitate the orderly turning of delivery vehicles. The design is an appropriate response to the loading requirements of the proposal.

Refer to the Traffic Impact Assessment and Swept Path Diagrams prepared by Ratio Consultants for further information.

#### Signage

The proposed illuminated signage has been sited away from residential interfaces to minimise the impacts to the sensitive interfaces.

Further, all proposed illuminated signage will be dimmable and can be adjusted accordingly to minimise excessive light spill to neighbouring properties.

Refer to Section 3.7 of the updated Planning Report prepared by Tract.

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## Response to Internal Council Department Referral Comments

Urban Design	Response
<p>1. <u>Street Activation</u></p> <ul style="list-style-type: none"><li><i>The applicant is maintaining the same site configuration as shown at pre application stage. This includes a large setback between the building entry and the Belmont High Street which is being used for parking.</i></li><li><i>The Victorian Urban Design Guidelines do not support large areas of parking being near the main street.</i></li><li><i>The Applicant has stated that a full line supermarket is not possible in our previously suggested reconfiguration of the site but there is still opportunity to provide an active interface along the High Street.</i></li><li><i>There is still opportunity to provide an active frontage along the High Street with a satellite building located along the South-eastern boundary.</i></li></ul> <p><u>RECOMMENDATION:</u> <i>The applicant should provide an additional retail development. It would be worth considering the relocation of the Liquorland premises to front the High Street as well as the potential for an additional retail tenancy.</i></p>	<p>As discussed and agreed at the RFI meeting between the City of Greater Geelong and the permit applicant project team on 28 July 2023, it is not possible to produce built form to the High Street frontage without creating greater urban design and movement issues.</p> <p>It is understood between the relevant stakeholders that a PAD site is not achievable and will not be an appropriate outcome on the Site.</p> <p>Further, the meeting resolved that the Urban Design and Engineering referrals contained competing interests, and that the preference was to resolve conflict issues within the car park.</p> <p>The revised proposal provides additional landscaping and street furniture within the plaza area to create a more connected and pedestrian-friendly space.</p> <p>Additionally, the canopy has been pulled back to within the property boundary of the Site.</p> <p>Refer to the Architectural Plans prepared by CHC Architects for further information.</p>
<p>2. <u>Residential Interface</u></p> <ul style="list-style-type: none"><li><i>Northern corner of development site is abutting a General Residential 4 zone.</i></li><li><i>Applicant is proposing both the loading area and a second storey office and plant room above. Urban Design questions the suitability of both these functions as one is increasing the height of the development and the other greater noise levels when in use.</i></li><li><i>The proposed interface will also be an inactivated blank brick wall with a small 1.7m setback at ground level for trees to be</i></li></ul>	<p>While we note that the Site is within the Commercial Zone 1, is not a residential use and therefore not subject to the requirements of Clause 54, 55 or 58, the mezzanine office space on the northern corner of the Site has been recessed to comply with the ResCode B17 setback guidelines.</p> <p>The proposed loading bay has been located to the north of the Site to avoid traffic conflict with the Thompson Street and Church Street T-intersection to the south of the Site. Council Engineering is willing to support the loading area in its existing location, as discussed in the RFI meeting on 28 July 2023.</p>

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*planted within. Urban Design questions the size of the setback and its suitability for tree planting.*

**RECOMMENDATION:**

*The Applicant should relocate both the loading area and second storey office/plant room to the Southern side of the development. A larger ground level setback should be provided to at least support an adequate planting area for trees. Urban Design suggests the setback be wide enough for a pedestrian link to improve permeability through the site.*

The proposed loading bay contains appropriate acoustic treatment to minimise the acoustic impact to neighbouring properties, including the residentially zoned church building to the north-east.

An improved landscape response has been proposed along the northern façade of the Site, to assist with providing visual interest and screening the blank wall. The Landscape Plan includes a widened planting bed to accommodate a greater landscaping response, which includes an evergreen climber attached to a vertical screen along the northern façade.

No pedestrian link is proposed adjacent to the loading bay, as pedestrian movement is not encouraged in this location proximate to the large vehicle movement of the loading bay.

Refer to the Architectural Plans prepared by CHC Architects, and the Landscape Plan prepared by Tract for further information.

---

**3. Cyclist connections through site**

- Although the applicant has provided bike racks near the entrance of the store more could be done to encourage cycling to and from the supermarket.*
- The number of bike spaces are limited and not visible from the High Street. The locations also require cyclists to travel through the car lanes within the carpark which would create a lot of conflicts with private vehicle users.*
- No cycle facilities have been provided specifically for the supermarket's staff.*

**RECOMMENDATION:**

*The Applicant should provide additional cycle racks at the front of the development site, close as possible to the High Street. Urban Design would advise the Applicant to provide some larger spaces for cargo and electric bikes. The development should also consider the possibility for future expansion of the cycle storage*

The proposal exceeds the bicycle parking requirement of the *Greater Geelong Planning Scheme*. The proposal includes ten (10) visitor bicycle spaces at the front of the supermarket and seven (7) secured bicycle spaces in the basement level for employees.

The visitor bicycle spaces are conveniently located proximate to the supermarket entry and the primary pedestrian access points.

Similarly, the employee bicycle spaces are located proximate to the escalators, which allows for the separation of cyclists and motor vehicles entering the car park and/or basement level.

Additionally, while a formal end of trip facility for employees is not proposed, the male and female amenity rooms on ground level have been sized to accommodate a shower in each room and can be utilised by employees as required. This provision exceeds the statutory requirement for the site and is therefore considered acceptable.

Refer to the Architectural Plans prepared by CHC Architects, and the Traffic Impact Assessment

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facilities.

prepare by Ratio Consultants for further information.

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**4.** Signage

- *A significant amount of signage has been proposed for the development which sites in a Category 3 - High Amenity area.*
- *Multiple signs are being used for each premise (Coles/Liquorland) as well as several pylon signs in the high street fronting parking area.*
- *Signage within High Amenity areas should be integrated into the architecture of the proposed development and should not be greater than what is necessary to provide identification to the business.*
- *The use of pylon signs that are visible from the High Street is a result of the proposed development not being of the same character as its surrounding context.*

RECOMMENDATION:

*The development should remove pylon signage which could instead be integrated with a new retail building along the High Street interface. The applicant should remove duplicated business signage including the signage for the click and collect which should be integrated into appropriate wayfinding signage within the parking area.*

The Site is within the Commercial 1 Zone, which is in a Category 1 – Commercial signage area, and not within a Category 3 – High Amenity Area as noted in the referral comments.

Accordingly, the proposed signage strategy is appropriate in the commercial context of the Site. There are multiple pylon signs, above verandah signs and other highly visible sign types along High Street, including but not limited to the Aldi opposite the Site and the KFC outlet 150m to the north of the Site on High Street.

However, the proposed pylon sign has been revised and reduced in height to 7m, in accordance with the existing pylon sign at the Site.

Additionally, the proposed signage has been streamlined and integrated into appropriate wayfinding.

Refer to the Architectural Plans prepared by CHC Architects for further information.

---

**5.** Pedestrian Movement from High Street to Supermarket

- *The pedestrian crossovers have not included any signage or ground markings that would indicate a pedestrian priority environment.*
- *The provided plan set has inconsistencies between plans and the renders in relation to the potential treatment of the pedestrian crossings.*

RECOMMENDATION:

*Provide signage and ground markings to*

The revised Architectural Plans include raised pedestrian crossovers to the east and west of the supermarket entry, connecting to the two primary pedestrian access points along the High Street interface.

The raised pedestrian crossings provide a clear pedestrian priority area, addressing Council's initial concerns.

Refer to the Architectural Plans prepared by CHC Architects for further information.

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*indicate pedestrian priority crossing points within the vehicle network.*

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**6.** Click and collect location

- *The Click and Collect location is directly abutting the front façade of the supermarket. It will create an unnecessary barrier for pedestrians to move through the centre of the site.*
- *There does not appear to be a strong reason for the Click and Collect to be at its proposed location. Some small wayfinding signage through the carpark area could direct users to a location that would not have the same impact on pedestrian movement.*

RECOMMENDATION:

*Relocate the Click and Collect location away from the supermarket entry. Urban Design recommends the Click and Collect location not be visible from the High Street as it serves as a car focused service within a high pedestrian environment.*

The Click and collect dedicated car parking area has been relocated from the front of the shop front to within the basement car park, so it is no longer visible from High Street.

Accordingly, the supermarket entry point has been redesigned to prioritise pedestrian movements.

Refer to TP200 and TP201 in the updated Architectural Plans prepared by CHC Architects for further information.

---

**7.** Canopy Coverage

- *The carpark and pedestrian connections through the site have opportunity for more planting and to achieve a greater canopy coverage. The trees shown in the*
- *The city has set out canopy coverage targets of 25% across sites within its Urban Forest Strategy document 2015-2025.*

RECOMMENDATION:

*Provide an update Landscape plan that shows additional locations for tree planting and consider introducing species with greater overall width at maturity.*

The car park and pedestrian accessways have provided planting to the extent practicable.

As discussed in the Parks referral response commentary below, the proposal has been revised to utilise more appropriate tree species as identified by Council.

Further, we commend the City of Greater Geelong's initiative to set a canopy coverage target of 25% as set out in the Urban Forest Strategy document 2015-2025. However, we note that there is a strong emphasis on focussing on areas of public realm with and that there is no statutory obligation to provide tree canopy cover within private car parking areas to the extent outlined in the Urban Forest Strategy document 2015-2025.

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Notwithstanding, we have sought to provide additional canopy tree planting to meet the broader intent of this document.

Refer Landscape Plan prepared by Tract for further detail.

Engineering Services	Response
1. <i>Refer to DoT regarding access to High St.</i>	Noted. Refer to the Department of Transport RFI Response below for further information.
2. <i>Engineering seeks a minimum 1.0m offset of vehicle crossings from all street furniture (poles, pits, etc.).</i>	All vehicle crossings are a minimum of 1.0m away from all street furniture including poles and pits. Refer to the Architectural Plans prepared by CHC Architects.
3. <i>The offsets for vehicle crossing from all street furniture and pits must be shown on plan.</i>	
4. <i>The traffic report shall provide commentary about retaining the existing northern High St exit as an option, and to determine the merits of doing this as opposed to the one entry/exit point.</i>	Refer to the Traffic Impact Assessment prepared by Ratio Consultants.
5. <i>Provide the manufacturer's specifications of the turntable model to be used in the loading area.</i>	
6. <i>There is sight distance issue for drivers exiting High Street due to high brickwork near signage.</i>	A corner splay has been introduced to High Street to provide safe view lines for motorists existing the Site to High Street. Refer to the Architectural Plans prepared by CHC Architects.
7. <i>Make sure the no stopping sign pole is relocated in Church Street.</i>	The requested amendments have been included within the revised architectural plans on sheets TP200 and TP201.
8. <i>Remove the door in the basement carpark</i>	Refer to the Architectural Plans prepared by CHC Architects.
9. <i>Provide wheel stopper on yellow highlighted below car parks near footpath</i>	



10. *Change the direction of opening of the door facing footpath in Church Street*

Environmental Health	Response
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1. *Non-Standard Condition*  
*All recommendations in the acoustic report must be adhered to protect the amenity of neighbouring residents including the following:*
- *Providing a full height wall/acoustic screen along the north-eastern end of the loading dock. The screen should be constructed of a material with minimum surface density of 12 kg/m<sup>2</sup> as outlined in Section 5.1 of this report*
  - *Designing all mechanical plant associated with the subject site to be compliant with the Noise Protocol noise limits at the nearest affected receivers in conjunction with all other noise sources associated with the site. This could include the provision of a 2.1 m high acoustic screen to the north-western end of the rooftop condenser deck. It is recommended that a detailed assessment of mechanical plant noise be undertaken once plant selections have been finalised*
  - *Scheduling waste collection from the subject site to only occur during the day and evening period (0700- 2200 hours, 7 days a week)*
  - *Restricting deliveries via vehicles greater than 8.8 m in length to only occur during the day and evening periods (i.e., 0700-2200 hours, 7 days a week). Night time deliveries should be limited to delivery vans, LRVs and Medium Rigid Vehicles MRVs i.e., trucks no greater than 8.8 m in length.*
  - *Limiting the use of the compactor associated with the supermarket to the day time period only (0700-1800 hours, 7 days a week).*

The applicant acknowledges the permit condition noted and is willing to accept the condition on the planning permit.

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2. *Non-Standard Condition*  
*A proactive approach to the Environmental Duty of Care should be applied. This is to be*

Clarity Acoustics note the below in response to the EPA and Council Environmental Health's comments:

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*achieved by having ongoing monitoring measures to ensure compliance.*

*The concept of ongoing monitoring is, in our opinion, highly unusual for a site like this. We are aware of major infrastructure projects such as power stations and wind farms which require monitoring on a regular/ongoing basis but don't believe it is necessary for a supermarket (particularly considering there is an existing supermarket on the subject site).*

*We also believe that any noise issue that may arise in the future will be captured by the council proposed condition relating to Coles having to provide an acoustic impact assessment upon council's request. Additionally, a condition requiring an assessment within 3 months of operation may be more appropriate."*

Refer to the memorandum prepared by Clarity Acoustics dated 20 November 2023 for further comment.

---

**3.** Non-Standard Condition  
*Waste management plan is to be implemented to ensure compliance with relevant standards.*

The applicant acknowledges the permit condition noted and is willing to accept the condition on the planning permit.

---

**4.** Standard Conditions:

- *Noise Management*
- *Audible Music or Announcements*
- *Tobacco Act 1987*
- *Disposal of Bottles*
- *Waste Collection*
- *Delivery Restrictions*
- *Security Alarms*
- *Plans and Equipment Insulation*
- *Dust Emissions*
- *Light Emissions*
- *General Amenity*
- *Garbage Storage*
- *Regular Waste Removal*
- *Food Registration*
- *Noise*
- *Construction Noise*

The applicant acknowledges the standard permit conditions noted and is willing to accept the appropriate conditions on the planning permit.

**Environmentally Sustainable Design**

**Response**

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| <p>1. <u>BESS Energy - Thermal Performance Rating – Non-Residential</u><br/> <i>National Construction Code façade calculator is not visible in the submitted ESD report, although the energy section was completed on the basis that the buildings comply with the wall-glazing requirement of the National Construction Code 2019 Section J.</i></p>  | <p>A preliminary NCC J1.5 Façade calculator has been provided in Appendix B of the SMP. A detailed JV3 assessment will be undertaken during design development.<br/> Refer to Appendix F of the revised Sustainability Management Plan for a detailed response to the ESD related queries.</p> |
| <p>2. <u>4.1 - Building Systems Water Use Reduction</u><br/> <i>Points are allocated by the water calculator based upon an estimated reduction in potable (mains) water consumption due to the recycling of water used for fire testing and building systems such as evaporative cooling or air conditioning chillers. Estimated reductions are to be at least 80%.</i><br/><br/> <i>If the building does not have a sprinkler system and water-based heat rejection systems, this credit is 'N/A' and should be scoped out.</i></p>           | <p>This credit has been removed from BESS.<br/> Refer to Appendix F of the revised Sustainability Management Plan for a detailed response to the ESD related queries.</p>  |
| <p>3. <u>The Energy 3.7 Internal Lighting – Non-Residential</u><br/> <i>credit has been claimed in BESS. The Applicant needs to clearly annotate on the plans with a note to say what will be the maximum illumination power density of this development.</i></p>  | <p>The SMP has been updated to include the maximum power density applicable to this development..<br/> Refer to Appendix F of the revised Sustainability Management Plan for a detailed response to the ESD related queries.</p>   |
| <p>4. <u>Indoor Environment Quality</u><br/> <i>Credits have been claimed in BESS for IEQ 3.4 – Thermal Comfort – shading-non-Residential, but this is not visible in the plans. It needs to be clearly stated on the plans that external shading will be used for all east, west and north facing glazing of the office. This note should be littered throughout the floor plans and elevations (add a 'external shading' to all east, west and north facing glazing of the office) and should also appear on the materials schedule.</i></p> | <p>Shade hoods have been added to the eastern office windows. Refer to TP400 and TP401 of the Architectural Plans prepared by CHC Architects.<br/> Refer to Appendix F of the revised Sustainability Management Plan for a detailed response to the ESD related queries.</p>                   |
| <p>5. <u>BESS IEQ 2.3 Ventilation</u><br/> <i>it has been claimed in the submitted BESS report that 50% of the regularly occupied spaces of shops are naturally ventilated. No further details or evidence has been given towards which</i></p>  | <p>Our ESD consultant notes that this is incorrect. The BESS credit for increase in outdoor air through the mechanical ventilation system has been claimed.</p>  |

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*areas and how it is achieving the ventilation. Elevation drawings do not show that any of the windows are operable and therefore, this credit cannot be claimed unless supported by detailed evidence.*

Refer to Appendix F of the revised Sustainability Management Plan for a detailed response to the ESD related queries.

**6. Rainwater Tank and Storm water management report**

*Within BESS 107% has been entered as the STORM score however the STORM Rating details a score of 103%. The development does not adequately respond to the stormwater management requirements objectives of 53.18 and generally lacks in sustainability initiatives beyond the minimum mandatory. The total rainwater tank size for the catchment must be consistent with the Architectural plan, SMP and BESS report. It also requires MUSIC report to support the consistency of the tank size and BESS assumption. BESS report showing that 10 litres rainwater tank but MUSIC report showing 10000 litres.*

*For info only, proprietary devices (mechanical stormwater treatment) such as Ocean protect are generally not accepted in the city. City always encourage sustainability options such as raingarden, swale, buffer strips instead of proprietary devices.*

*For MUSIC report, the applicant will need to submit the revised MUSIC report (stormwater management strategy) which should highlight the appropriate treatment measures used in MUSIC model. It will also be needed the MUSIC file (.sqz) for validation so that the modelling assumptions and treatment measures is reasonably right.*

BESS has been updated to reflect the revised STORM rating assessment.

The rainwater tank capacity entered into BESS was incorrect. This has been corrected to align with the MUSIC report, architectural drawings and SMP.

Raingardens are not feasible for this development due to the extent of the basement and the restriction in viable locations for the raingardens which could result in flooding risk at times of heavy rainfall due to the proximity to the building.

Unfortunately, proprietary devices are unavoidable in this instance to meet Melbourne Water targets.

The MUSIC sqz file has been provided.

Refer to Appendix F of the revised Sustainability Management Plan for a detailed response to the ESD related queries.

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7. Catchment plan  
A complete response to the stormwater management requirements involves the preparation and submission of a site layout plan showing the different catchment areas size and the proposed stormwater treatment measures consistent with the MUSIC report, plans and the BESS report.
- A catchment and permeability markup has been included in Appendix C.3 of the SMP.  
Refer to Appendix F of the revised Sustainability Management Plan for a detailed response to the ESD related queries.

Parks Department	Response
<p>1. <i>Banksia integrifolia &amp; Syzigium smithii produce fruit which is large and prolific throughout the canopy tree. These may not be tree species conducive to being located surrounded by a hardstand area like a car park.</i></p>	<p>The proposal has been revised to utilise more appropriate tree species as identified by Council. Refer Landscape Plan prepared by Tract for further detail.</p>
<p>2. <i>4-5 m3 of soil is inadequate for trees the size of Banksia integrifolia &amp; Syzigium smithii (which have a far greater size than the listed 5m x 2m). With only 4-5m available, maybe the following species could be considered –</i></p> <ul style="list-style-type: none"> <li>• <i>Lagerstroemia x faurei,</i></li> <li>• <i>Cercis canadensis,</i></li> <li>• <i>Gleditsia triacanthos 'Elegantissima',</i></li> <li>• <i>Callistemon 'KPS'</i></li> <li>• <i>Corymbia citriodora 'Baby Citro' or 'Lemon Essence'</i></li> <li>• <i>Hakea laurina</i></li> </ul>	<p>The proposal has been revised to utilise more appropriate tree species as identified by Council. Refer Landscape Plan prepared by Tract for further detail.</p>
<p>3 <i>The narrow (2.4m wide) beds to the north and south of the building may be more appropriate for narrow / upright trees,</i></p> <ul style="list-style-type: none"> <li>• <i>Elaeocarpus reticulatus</i></li> <li>• <i>Elaeocarpus eumundii</i></li> <li>• <i>Zelcova serrata 'Mushashino'</i></li> <li>• <i>Quercus robur x alba 'Crimson Spire'</i></li> <li>• <i>Magnolia 'Alta'</i></li> </ul>	<p>The proposal has been revised to utilise more appropriate tree species as identified by Council. Refer Landscape Plan prepared by Tract for further detail.</p>
<p>4. <u>Arbour Structure – Not Supportive</u> <i>I do not believe that the arbour structure should extend into the public realm, as this may cause future maintenance issues between Council and the applicant, particularly when the public</i></p>	<p>The proposal has been revised to contain the arbour structure within the title boundary of the Site in accordance with Council's comment. Refer Architectural Plans prepared by CHC Architects for further detail.</p>



*section of the structure is connected to private section of the structure.*

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

- Tree protection fencing is to consist of three (3) panels of 1.8m temporary fencing in triangulated pattern around the street tree.*
  - The fencing panels are to be secured with standard join brackets and held in place with concrete filled temporary fence bases.*
- 

The applicant acknowledges the permit conditions noted and is willing to accept the conditions on the planning permit.

**6.** *Installation and correct placement of tree protection fencing two (2) weeks prior to works commencing and for the duration of works.*

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## Response to External Referral Agency Comments

Department of Transport & Head, Transport for Victoria	Response
<p>1. <u>Bus Stop</u></p> <p><i>1. The existing bus stop at (High Street) cannot be used during the construction of the development and a temporary bus stop must be provided at no cost and to the satisfaction of the Head, Transport for Victoria. Prior to the commencement of works related to the bus stop, approval must be obtained via the relocation team (Please contact bus services on bus.stop.relocations@transport.vic.gov.au not later than 8 weeks prior to the planned works.</i></p> <p><i>2. Prior to commencement of the use the temporary bus stop must be removed and reinstated to its original location (subject to approval by the bus stop relocations team process), all to the satisfaction of and at no cost to the Head, Transport for Victoria.</i></p> <p><i>3. Prior to commencement of the use, the bus stop at (High Street) must be upgraded/constructed according to the standard drawing (as advised by Bus Stop Relocations team) and to be compliant with the Disability Discrimination Act 1992, and the Disability Standards for Accessible Public Transport 2002 and approved by the bus stop relocations team process, to the satisfaction of the Head, Transport for Victoria.</i></p>	<p>The permit applicant appreciates the Department's response in relation to the treatment of the bus stop during the proposed works. However, it is the applicant's view that the bus shelter can be maintained and protected during the construction process.</p> <p>The project team are willing to discuss this matter further with the Department in due course, with the ultimate outcome resulting in a condition to be placed on the subsequent planning permit.</p>
<p>2. <u>Accessways</u></p> <p><i>4. Prior to the commencement of works, the proposed accessways and crossovers must be constructed to the satisfaction of and at no cost to the Head, Transport for Victoria, and the Responsible Authority, with no compromise to operational road safety, efficiency, or public safety and by ensuring safe pedestrian access to the development and along the High Street frontage.</i></p>	<p>The permit applicant is comfortable with these proposed conditions on permit.</p>

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5. Prior to the commencement of the use, the redundant vehicle crossings must be removed, and the area reinstated to the satisfaction and at no cost to the Head, Transport for Victoria.

**3. Signage**

The permit applicant is comfortable with these proposed conditions on permit.

6. The proposed signage must not constitute a potential road safety hazard as per clause 52.05, to the satisfaction of the Head, Transport for Victoria.

7. Prior to the commencement of works, separate approval under the Road Management Act 2004 from the Head, Transport for Victoria is required for the above works. Please contact [southwestworks@roads.vic.gov.au](mailto:southwestworks@roads.vic.gov.au) prior to commencing any works to arrange a Road Works Agreement, approval of plans and payment of design and checking fees

Barwon Water	Response
<p>1. The proposed development does not conform to Barwon Water's Asset Protection policy. Structures are generally to be no closer than 1.0m to a Barwon Water pipeline. From initial assessment it appears your proposal does impact on this policy. The applicant can alter their proposal to adhere to the Asset Protection policy and resubmit plans for review.</p>	<p>The permit applicant has worked extensively with Barwon Water and has gained conditional approval on 11 October 2023 to build over the Barwon Water easement.</p>
<p>2. The site has an existing sewer main, constructed in 1924 running through the site. The develop proposes a basement for car parking from Church St to High St with an RL of 34.80 on the southern side and 35.50 on the northern side. The existing sewer has an IL of 34.97 on the west and 34.14 on the east with a grade of 1 in 150. The minimum permitted grade for a DN150 sewer is 1 in 180. Due to the at grade of the sewer any realignment of the sewer to the perimeter of the site will greatly extend the length of sewer and push the grade below the minimum permitted.</p>	<p>As noted above, the permit applicant has worked extensively with Barwon Water.</p> <p>Coles and Barwon Water have revised the design of the sewer and reached conditional approval of the design on 11 October 2023.</p>

- |  |   |
|--|---|
| <p><b>3.</b> <i>The applicant is required to provide a section plan to include the following:</i></p> <ul style="list-style-type: none"> <li>• <i>Thickness of basement concrete</i></li> <li>• <i>Clearances from sewer main horizontally and vertically</i></li> <li>• <i>Proposed location of re-located sewer main</i></li> <li>• <i>Loading calculations</i></li> </ul> | <p>The applicant has provided section plans to Barwon Water, which have been reviewed and conditionally approved in accordance with correspondence dated 11 October 2023.</p> |
|--|---|

Victoria Police	Response
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|---|---|
| <p><b>1.</b> <i>No objection and no conditions.</i></p> | <p>Victoria Police’s support is noted and acknowledged.</p> |
|---|---|

Environmental Protection Agency	Response
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|--|--|
| <p><b>1.</b> <i>The EPA provided informal advice noting that the acoustic report:</i></p> <ul style="list-style-type: none"> <li>• <i>Should also include ongoing monitoring measures to ensure the supermarket is proactively monitoring noise levels to comply with their environmental duty of care. Fixing on site noise levels to comply should not be reactive; and</i></li> <li>• <i>Table 8 in the acoustic report has maximum noise levels for 29 Regent Street in both the night and evening, with no buffer. This is a tight assessment with not much room for error. How is this going to be managed.</i></li> </ul> | <p>The EPA’s comments have been reflected in the referral comments of Council’s Environmental Health team. Additionally, Clarity Acoustics have provided a memorandum responding to the EPA’s comments. Refer to Clarity Acoustics memorandum dated 20 November 2023 for further detail.</p> |
|--|--|

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## Appendix C    Second Council Request for Further Information, January 2024

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**From:** [Sally Beers](#)  
**To:** [Perry Athanasopoulos](#)  
**Subject:** FW: Update on Belmont Coles application PP-470-2023- 158-162 High Street, BELMONT VIC 3216  
**Date:** Tuesday, 16 January 2024 2:38:01 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)  
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[image024.png](#)  
[32006793.pdf](#)

Hi Perry,

Another query I have for you to review while waiting for referrals is your position on the following exemptions for packaged liquor. I note there is an exemption under PP- 52.27 Licenced premise where a permit does not apply

- To a licence to sell only packaged liquor for consumption elsewhere issued before 8 April 2011.

I can see there is an existing licence to sell packaged liquor on the subject site. The licence is attached. I'm not sure when it was issued.

I can also see you propose to apply for a packaged liquor licence on site at a later date, but would like to keep the liquor signage in the application. The signage however needs to be associated with a lawful use when approved.

You might like to seek some legal advice on this,

Kind regards,

**Sally Beers**  
**Principal Statutory Planner**



Please be advised Councils 3 Week Advertising period for Planning Applications commences from: **Monday 4<sup>th</sup> December 2023** until **19<sup>th</sup> January 2024**. (Advertising prior to this period must be collected by Friday 1<sup>st</sup> December.)

Pre-Application Meetings will be on hold from: **Friday 15<sup>th</sup> December 2023** to **Friday 19<sup>th</sup> January 2024**.

City of Greater Geelong  
WADAWURRUNG COUNTRY  
PO BOX 104 GEELONG VIC 3220 AUSTRALIA

P: 03 5272 4807  
[WWW.GEELONGAUSTRALIA.COM.AU](http://WWW.GEELONGAUSTRALIA.COM.AU)



LGBTQIA+ Ally

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



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**From:** Sally Beers <[SBeers@geelongcity.vic.gov.au](mailto:SBeers@geelongcity.vic.gov.au)>  
**Sent:** Tuesday, 16 January 2024 1:18 PM  
**To:** Sally Beers <[SBeers@geelongcity.vic.gov.au](mailto:SBeers@geelongcity.vic.gov.au)>  
**Subject:** FW: Update on Belmont Coles application PP-470-2023- 158-162 High Street, BELMONT VIC 3216

---

**From:** Sally Beers  
**Sent:** Tuesday, 16 January 2024 1:16 PM  
**To:** Perry Athanasopoulos <[PAthanasopoulos@tract.net.au](mailto:PAthanasopoulos@tract.net.au)>  
**Subject:** RE: Update on Belmont Coles application PP-470-2023- 158-162 High Street, BELMONT VIC 3216

Thanks Perry.

It is preferred to have all referrals back to ensure no more changes are needed prior to advertising. We'd like to avoid advertising twice and create confusion.

Im waiting on comments from Traffic and Barwon Water. Barwon Water advised their comments are likely to come next week, due to the Christmas break.

For your information, comment received to date are summarised below. Note:

- EPA recommends more information be provided;
- Urban Design- Public Realm requires further information/changes
- Urban Design- requires changes
- Engineering comments yet to be finalised
- Health requires further information

You may wish to review this and prepare a response while waiting.

#### REFERRALS TO DATE

##### SECTION 55:

- DETERMINING AUTHORITY (see Appendix 1 for a full copy of referral responses)

<b>Authority:</b>	<b>Department of Transport</b>
<b>Response:</b>	04/01/2024  Bus Stop:  <ol style="list-style-type: none"><li>1. The existing bus stop at (High Street) cannot be used during the construction of the development and a temporary bus stop must be provided at no cost and to the satisfaction of the Head, Transport for Victoria. Prior to the commencement of works related to the bus stop, approval must be obtained via the relocation team (Please contact bus services on <a href="mailto:bus_stop_relocations@transport.vic.gov.au">bus_stop_relocations@transport.vic.gov.au</a> not later than 8 weeks prior to the planned works.</li><li>2. Prior to commencement of the use the temporary bus stop must be removed and reinstated to its original location (subject to approval by the bus stop relocations team process), all to the satisfaction of and at no cost to the Head, Transport for Victoria.</li><li>3. Prior to commencement of the use, the bus stop at (High Street) must be upgraded/constructed according to the standard drawing (as advised by Bus Stop Relocations team) and to be compliant with the Disability Discrimination Act 1992, and the Disability Standards for Accessible Public Transport 2002 and approved by the bus stop relocations team process, to the satisfaction of the Head, Transport for Victoria.</li><li>4. The Bus Shelter must be maintained generally according to Vic Roads Bus Stop Guidelines and to the satisfaction of the Head, Transport for Victoria.</li></ol> Accessways:  <ol style="list-style-type: none"><li>5. Prior to the commencement of works, the proposed accessways and crossovers must be constructed to the satisfaction of the Responsible Authority, and at no cost to the Head, Transport for Victoria, with no compromise to operational road safety, efficiency, or public safety and by ensuring safe pedestrian access to the development and along the High Street frontage.</li><li>6. Prior to the commencement of the use, the redundant vehicle crossings must be removed, and the area reinstated to the satisfaction of the Responsible Authority</li></ol> Signage:  <ol style="list-style-type: none"><li>7. The proposed signage must not constitute a potential road safety hazard as per clause 52.05, to the satisfaction of the Head, Transport for Victoria.</li></ol> Note:  <ol style="list-style-type: none"><li>1. The bus stop relocations team will confirm the latest revision of the Standard Drawing.</li><li>2. Prior to the commencement of works, separate approval under the Road Management Act 2004 from the Head, Transport for Victoria is required for the above works. Please contact <a href="mailto:southwestworks@roads.vic.gov.au">southwestworks@roads.vic.gov.au</a> prior to commencing any works to arrange a Road Works Agreement, approval of plans and payment of design and checking fees.</li></ol>
<b>Officer Comment:</b>	

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##### SECTION 52:

<b>Authority:</b>	<b>Vic Pol- re packaged liquor sales</b>
<b>Response:</b>	

	<p><b>Subject:</b> <b>Planning Permit application No: PP-470-2023</b></p> <ul style="list-style-type: none"> <li>On the 30/05/2023 the City of Greater Geelong requested the Geelong Liquor Licensing Unit review a Planning Permit, application number PP-470-2023.</li> <li>The application relates to the redevelopment and associated construction of the Coles supermarket and bottle shop.</li> <li>The applicant has provided a building surveyors assessment, plans, regulated restrictions and amenity studies.</li> <li>The venue will be located at 158-162 High Street, Belmont.</li> <li>The Geelong Liquor Licensing Unit have no current objections to the permit application based on its current form. Police are prepared to follow the recommendations made by the City of Greater Geelong Planning Department.</li> <li>Any future Liquor licence application for this venue will be assessed based on its merits at the time of the application being received.</li> <li>This application and plans have been forwarded for your information and consideration.</li> </ul>
	<p><b>Officer Comment:</b> No objection</p>

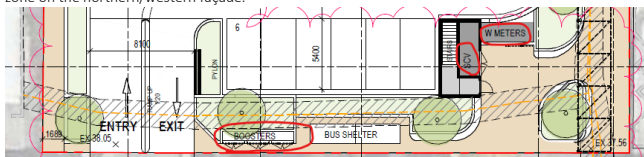
<b>Authority:</b>	<b>EPA</b>
<b>Response:</b>	<p>20 Dec 2023</p> <p>EPA Ref: REQ004131</p> <p>Thank you for your correspondence regarding the above planning permit application, received by Environment Protection Authority (EPA) on 11 December 2023. It is understood that the proposal seeks approval for buildings and works associated with the construction of a supermarket and bottle shop and display of illuminated signage.</p> <p>Council sent the referral to EPA seeking noise comments. A previous referral to EPA was made under REQ003421 and advice was provided verbally to Council.</p> <p>Based on the current information, EPA is not a statutory referral authority under Section 55 of the Planning and Environment Act 1987, since this proposal:</p> <ol style="list-style-type: none"> <li>does not require an operating licence or development licence or amendment to a licence;</li> <li>is not proposed to be used for an industry, utility installation or warehouse for a purpose listed in the table to Clause 53.10 shown with a threshold distance not specified or for which the threshold distance cannot be met; and</li> <li>is not a proposed extractive industry intended to be used at a later date for landfill.</li> </ol> <p>EPA provides the comments specific to Council's request:</p> <p>EPA Comment (paraphrased from Council to applicant)</p> <ul style="list-style-type: none"> <li>Should also include ongoing monitoring measures to ensure the supermarket is proactively monitoring noise levels to comply with their environmental duty of care. Fixing on site noise levels to comply should not be reactive.</li> </ul> <p>Clarity Acoustics Response</p> <ul style="list-style-type: none"> <li>The concept of ongoing monitoring is, in our opinion, highly unusual for a site like this. We are aware of major infrastructure projects such as power stations and wind farms which require monitoring on a regular/ongoing basis but don't believe it is necessary for a supermarket (particularly considering there is an existing supermarket on the subject site).</li> <li>We also believe that any noise issue that may arise in the future will be captured by the council proposed condition relating to Coles having to provide an acoustic impact assessment upon council's request. Additionally, a condition requiring an assessment within 3 months of operation may be more appropriate.</li> </ul> <p>EPA's response to Clarity Acoustics</p> <ul style="list-style-type: none"> <li>EPA comments remain the same. Regardless of whether it is a major project or not, activities or operations that will emit noise need to actively manage this risk. While a post commissioning acoustic report may provide some confidence once the facility is completed, even if one is not required or prepared, it does not negate the General Environmental Duty (GED) and the need for ongoing management of noise.</li> </ul> <p>EPA Comment (paraphrased from Council to applicant)</p> <ul style="list-style-type: none"> <li>Table 8 in the acoustic report has maximum noise levels for 29 Regent Street in both the night and evening, with no buffer. This is a tight assessment with not much room for error. How is this going to be managed.</li> </ul> <p>Clarity Acoustics Response</p> <ul style="list-style-type: none"> <li>With regard to how noise levels can be managed, if a non-compliance is found in the future, there are many mitigation options available such as further attenuation to plant, running plant in low noise mode at critical times, scheduling of deliveries and waste collection and additional physical mitigation</li> </ul>

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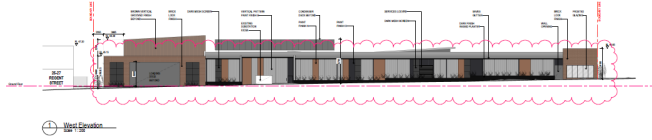
	<p>such as screening.</p> <ul style="list-style-type: none"> <li>It should be noted that the assumptions we have made in our assessment represent an absolute worst-case scenario in terms of operation and in our experience an exceedance of the noise limits is highly unlikely.</li> </ul> <p>EPA's response to Clarity Acoustics</p> <ul style="list-style-type: none"> <li>The facility should not wait for non-compliance to act. The operator/ applicant should be thinking about the "many mitigation options available" now instead of waiting for a pollution report etc. Again, this is part of their obligations under the GED. See the following information:</li> </ul> <p><a href="https://www.epa.vic.gov.au/about-epa/laws/laws-and-your-business/general-environmental-duty-for-businesses">https://www.epa.vic.gov.au/about-epa/laws/laws-and-your-business/general-environmental-duty-for-businesses</a></p> <p><a href="https://www.epa.vic.gov.au/for-business/how-to/manage-environmental-risk">https://www.epa.vic.gov.au/for-business/how-to/manage-environmental-risk</a></p>
<b>Officer Comment:</b>	

<b>Authority:</b>	Barwon Water – existing easement though the site with pipe
<b>Response:</b>	No comments to date
<b>Officer Comment:</b>	

INTERNAL (see Appendix 1 for a full copy of referral responses)

<b>Department:</b>	Urban Design
<b>Response:</b>	19 Dec 2023
<b>Public Realm Comments</b>	
<b>Request for Further Information</b>	
<b>High St:</b>	
The landscape plan should show removal of the driveway on High Street, adjacent on new Public Plaza. A bitumen footpath, kerb and channel should be reinstated at this location.	
<b>Church St:</b>	
The landscape plan should show removal of the crossover/ carparking on Church St. A bitumen footpath and kerb and channel should be reinstated. Any proposed street tree planting / tree removal should be shown on the plan.	
<ul style="list-style-type: none"> <li>We request the landscape plan is updated to proposed show streetscape upgrades.</li> <li>We also request review of the pavement type and furniture selection when provided.</li> </ul>	
<b>Notes:</b>	
<ul style="list-style-type: none"> <li>Church St façade could be improved with the use of windows to provide an active edge to the street.</li> <li>Investigate location of substations within the building envelope on Church St, not on the High St frontage.</li> <li>Suggest removal of vehicle access between carparks, and redesign to pedestrian only/ shared pedestrian &amp; service space adjacent to bottle shop.</li> </ul>	
3 Jan 2023	
<b>Urban Design Recommendation Response</b>	
<b>Not Supportive</b>	
While some of the issues previously raised are addressed by the applicant, some of the concerns raised in previous meetings are still outstanding.	
<b>Street Activation</b>	
The front plaza that was designed to create street activation is currently used for several services and emergency exit, creating an inactive façade and potential for antisocial behaviour/graffiti.	
Church St interface is inactive and not supported in its current design.	
<b>Recommendation:</b> Such services should be incorporated into the design preferably next to the loading zone on the northern/western façade.	
	
Church St interface should include openings to soften the façade	

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**Residential interface and loading bay**

Previous feedback regarding loading bay and residential interface is not addressed. The existing loading bay is located on the south side and accessed from Church Street. Relocating the loading bay to the south side should not impact access from Church Street given it is currently in the same location.

**RECOMMENDATION:** The Applicant should relocate both the loading area and second storey office/plant room to the Southern side of the development. A larger ground level setback should be provided to at least support an adequate planting area for trees. Urban Design suggests the setback be wide enough for a pedestrian link to improve permeability through the site.

**Pedestrians and cyclists movement connections through the site**

Some of the recent changes such as the addition of pedestrian crossings has improved pedestrian movement and safety through the site. The applicant should ensure pedestrian connections are level to facilitate universal access and additional bike racks are recommended to be included in the plaza (High Street front). Urban Design highly recommends removal of vehicle access from south to the car park and using that footpath as a ped only path to avoid potential conflict.

**RECOMMENDATION:** Provide signage and ground markings to indicate pedestrian priority crossing points within the vehicle network. Ensure pedestrian network is level to facilitate use by prams, scooters, wheelchairs, etc. The Applicant should provide additional bike racks at the front of the development site, close as possible to the High Street. Additionally, provision of some larger spaces for cargo and electric bikes are highly recommended.



Please refer to Public Realm Comments re the footpath concerns

Officer Comment:

o

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<b>Department:</b>	<b>Engineering Services-</b>
<b>Response:</b>	<p><b>11 Jan 2024- But traffic comments outstanding.</b></p> <p><b>Request for Further Information/ Not Supportive</b></p> <p>Engineering has raised the following considerations:</p> <ul style="list-style-type: none"> <li>• The suggested expansion of the existing crossover at High Street to 8.1m is pending feedback from the Traffic Engineer and Department of Transport.</li> <li>• In the plan, illustrate the offset of electric poles and pits from the vehicle crossing. Ensure that there is a minimum offset of 1.0 metre from an electricity supply pole or streetlight pole and 1.2 metres from a telecommunications pit.</li> <li>• The proposed allocation of 182 on-site car parking spaces falls short of 7 spaces as per the statutory requirement. Comments from the Traffic Engineer on this matter are awaited.</li> <li>• Demonstrate that the 300mm RCP pipe earmarked for demolition does not have any other connections.</li> <li>• The connection of roof discharge to a 225mm diameter pipe is not supported by the Council due to its small size, and its passage through a private easement.</li> </ul> <p>Awaiting Traffic comments from Grant on revised application.</p>
<b>Officer Comment:</b>	

<b>Department:</b>	<b>ESD Response</b>
<b>Response:</b>	<p>22 Dec 2023</p> <p><b>ESD Recommendation: Subject to condition</b></p> <p>This ESD response of this application is based on the previous response. The applicant <u>has not</u> been satisfactorily responded all the previous ESD comments.</p> <p>However, permit can be issued with permit condition. The summary conditions are:</p> <ol style="list-style-type: none"> <li>1. The Applicant needs to clearly annotate in the Development Plans with a note to say what will be the maximum illumination power density of this development.</li> <li>2. The applicant will need to submit the revised MUSIC report (stormwater management strategy) which should highlight the appropriate treatment measures (sustainable option) used in MUSIC model. It will also be needed the MUSIC file (.sqz) for validation.</li> </ol>



3. An updated catchment plan clearly marked and dimensioned based on the proposed treatment measures.

Council's ESD Officer's has reviewed the following:

- Revised Architectural plans (Rev a) by Clarke Hopkins Clarke dated Dec 2023, received by Council on 08/12/2023
- Sustainable Management Plan report by Ark Resources dated 07/12/2023, received by Council on 08/12/2023.
- BESS report (project identifier: (4695562F-R2, Version-BESS-7), dated on 07/12/2023.
- RFI Response Cover Letter by Tract dated 08/12/2023, received by Council on 08/12/2023.

Only the outstanding previous ESD issues are as below, and the current response is showing as Green. There are 3 items in total and need be responded to.

**Recommended Permit Conditions (Without Prejudice)**

1. Before the use and development commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions. The plans must be generally in accordance with the plans received 8/12/2023 but modified to show:

a. Initiatives contained within the development plan along with the proposed changes, including:

- i. The Applicant needs to clearly annotate in the Development Plans with a note to say what will be the maximum illumination power density of this development.
- ii. An updated catchment plan clearly marked and dimensioned based on the proposed treatment measures.

2. All works must be undertaken in accordance with the endorsed Plan, ESD report and stormwater management plan to the satisfaction of the Responsible Authority. No alterations to these plans may occur without the written consent of the Responsible Authority. The other conditions are as below:

a. The applicant will need to submit the revised MUSIC report (stormwater management strategy) which should highlight the appropriate treatment measures (sustainable option) used in MUSIC model. It will also be needed the MUSIC file (.sqz) for validation.

Officer Comment:

Department: Health

Response: 21 Dec 2023

**Further Information required**

**Comments from Unit**

*Although this site is already operating as a supermarket and bottle shop and will continue to operate in this capacity once the development is completed, conditions should be included in the permit to ensure that the construction of the development, increased size and changes in design, and extended opening hours of the premises do not cause disruption to the amenity of residential properties in the surrounding area.*

**Further Information Required:**

1. Provide further information as to mitigation measures that will be put in place to limit disturbance caused by night time deliveries. These could include:
  - Truck vehicles switching off engines and motors during delivery process
  - Unloading of trucks by hand or hand trolley only
  - Trolleys being fitted with soft rubber wheels to limit noise emissions
  - Smooth surfaces in storage/delivery receival areas to minimise noise emissions when trolleys are travelling throughout.
  - Signage instructing delivery drivers to operate vehicles in a reasonable manner and minimise noise and noise impacts on residential properties as much as possible.
  - Confining loading and unloading to the designated loading bay only.

**Key Issues Identified:**

1. It is noted that the supermarket when development has taken place is proposed to operate 24 hours a day, 7 days a week, which is extended from the current opening hours of 6am to 11pm. As such there is increased potential for noise and light disruption due to operations, including deliveries throughout the night period.
2. The acoustic report provided by Clarity Acoustics dated 8<sup>th</sup> May 2023 (Report R01 22147), states that waste collection from the subject site to only occur during the day and evening period (0700-2200 hours, 7 days a week). This is contrary to the waste collection times provided in the Waste management plan provided by Ratio Consultants Pty Ltd, dated 8<sup>th</sup> May 2023, which states that waste collection shall be undertaken in accordance with EPA Victoria's Noise Control Guidelines:
  - Between 7:00am and 8:00pm Monday to Saturday; and
  - Between 9:00am and 8:00pm Sunday and public holidays.
3. Due to the borderline cumulative noise levels for the sensitive receiver located at 29

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Regent Street during evening operation as indicated in tables 8 & 9 of the acoustic report, waste collection should be limited to the above hours in line with EPA guidelines.

4. As a supermarket has the potential to create a large volume of waste, the provided waste management plan must be adhered to in order to limit issues such as odour, pests and noise disturbance caused by collection.
5. As mechanical plant selections have not yet taken place, conditions should be included to ensure that an assessment of the plant equipment noise levels and attenuation requirements during the design phase. As the acoustic report has maximum noise levels for 29 Regent street in both night and evening, with no buffer, it is essential that noise generated by the mechanical plant is sufficiently attenuated to ensure compliance with noise limits.
6. It is noted that responses have been provided by Clarity Acoustics in response to comments raised by the EPA in a letter titled 158-162A High Street, Belmont-Response to council acoustic queries, dated 20<sup>th</sup> November 2023. As suggested in this response, conditions should be included to ensure that an acoustic impact assessment can be requested by the Relevant Authority should complaints occur. It is the opinion of Environmental Health that including a condition that requires an additional assessment after three months of operation to ensure that the development is compliant, and implementation of any further recommendations is sufficient to fulfil their environmental duty of care.
7. The acoustic report has maximum noise levels for 29 Regent Street in both night and evening, with no buffer. The EPA has raised a comment in regard to how this will be addressed, with a response provided by Clarity Acoustics suggesting that further mitigations measures are available should non-compliance be found in the future. The suggested measures included "further attenuation of the plant, running plant in low noise mode at critical times, scheduling of deliveries and waste collection and additional physical mitigation measures".

By including a post-permit condition for further acoustic assessment of plant equipment once further detail is available, additional mitigation measures can be incorporated if noise levels are found to be non-compliant or higher than predicted in the initial report, prior to commencement of use.

Additionally, limiting waste collection to the EPA noise control guidelines rather than the times noted in the provided acoustic report is likely to decrease noise generated in the night-time period.

8. Apart from limiting the truck size for night-time deliveries, no information has been provided in the acoustic report as to further noise mitigation measures that should be put in place to minimise the noise created by these deliveries. Given it is proposed that deliveries take place 24 hours a day, and the borderline maximum noise levels at 29 Regent St, conditions detailing additional mitigation measures should be considered.

**Note:**

**Conditions in red below are still being considered and will be finalised once further information is received.**

**Conditions in black below are recommended conditions based on all information received by Environmental Health as part of this application.**

Officer Comment:

<b>Department:</b>	Social Planning
<b>Response:</b>	No comments from Social Infrastructure Planning – this application is not relevant for us to consider.
<b>Officer Comment:</b>	

<b>Department:</b>	Waste
<b>Response:</b>	15 Dec 2023  Waste area is well screened. Private contractors provide services. Plans are satisfactory. <b>Recommended Permit Conditions (Without Prejudice)</b>  No further conditions are required.
<b>Officer Comment:</b>	

<b>Department:</b>	Parks – Supportive
<b>Response:</b>	12 Dec 2023  I have reviewed the submitted plans and my earlier landscaping concerns have been addressed with the submitted amended concept plan.  <b>Recommended Permit Conditions (Without Prejudice)</b> <i>Note: please provide conditions whether or not supporting</i>

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	<p><b>Standard Conditions</b></p> <p><b>Street Tree Protection Fencing</b></p> <p>Prior to the works commencing (including any demolition works), Tree Protection Fencing must be installed and maintained until works are completed to the satisfaction of the Responsible Authority.</p> <ul style="list-style-type: none"> <li>• Tree protection fencing is to consist of three (3) panels of 1.8m temporary fencing in triangulated pattern around the street tree.</li> <li>• The fencing panels are to be secured with standard join brackets and held in place with concrete filled temporary fence bases.</li> </ul> <p>Installation and correct placement of tree protection fencing two (2) weeks prior to works commencing and for the duration of works.</p> <p><b>Note</b> In the instance that minor pruning is anticipated the applicant must contact Council's Parks Planning Officers on 5272 5272 (<a href="mailto:treeplanning@geelongcity.vic.gov.au">treeplanning@geelongcity.vic.gov.au</a>) to lodge a request and provide adequate notice.</p>
<b>Officer Comment:</b>	

<b>Department:</b>	<b>Arts and Culture</b>
<b>Response:</b>	<p>24 May 2023</p> <p><b>Supportive</b></p> <p><i>Conditionally supportive of the inclusion of 3 community art panels as per plans. These public artworks will remain the responsibility of the building owner, whose responsibility it is to commission and fund new works for this site. We would prefer local artists are used. Public art artist fees can be found on NAVA's website, or we are happy to provide indicative costs.</i></p> <p><i>We would not support an open-ended community art wall where community have access to the wall to create on an ongoing basis, unregulated or unpaid.</i></p>
<b>Officer Comment:</b>	

<b>Department:</b>	<b>Local Laws- Supportive</b>
<b>Response:</b>	
<b>Officer Comment:</b>	

<b>Department:</b>	<b>Heritage</b>
<b>Response:</b>	<p>1 June 2023</p> <p><i>Having reviewed the submitted drawings date-stamped 19 May 2023, the following response should be considered informal only given that no heritage overlay applies to the subject site at 158-162 High Street. The site adjoins the Geelong Masonic Centre (former Methodist/Uniting Church) that has local significance as an architectural and historical landmark in this part of Belmont, and is identified by HO1860.</i></p> <p><i>While the new building is to be constructed on the boundary to Church Street, the single storey height will ensure no adverse affect on the former Church building that will continue to enjoy landmark status. The Church fronts onto Regent Street, its visual connection to the proposed development being the rear elevation. The face brickwork of the new building gives a passing acknowledgement of the visual strength of the Church building.</i></p> <p><i>Overall informally, no heritage impact should result.</i></p>
<b>Officer Comment:</b>	

<b>Department:</b>	<b>Strategic planning</b>											
<b>Response:</b>	<p><b>Supportive</b></p> <p>Strategic Planning have no objection to the proposal and consider it to be in accordance with the relevant policies set out below.</p> <p>The Retail Strategy includes an action to develop a UDF for the area, however there is no scope for this to occur soon.</p> <p><a href="#">Strategic Directions - Clause 02-03-1</a> – Activity Centres and retail</p> <ul style="list-style-type: none"> <li>• Retail centres should be encouraged to grow and transition over time into activity centres with an extended offer including uses other than retail.</li> <li>•</li> </ul> <table border="1"> <thead> <tr> <th>Level in hierarchy</th> <th>Type of Centre (role and function)</th> <th>Indicative retail floorspace range</th> <th>Centres</th> </tr> </thead> <tbody> <tr> <td>Sub-regional</td> <td>Serves a wide catchment (but smaller than a regional centre) anchored by one or more discount department stores, supermarket(s), mini major(s) and speciality stores.</td> <td>15,000 to 60,000 sqm</td> <td>High street Belmont</td> </tr> </tbody> </table>				Level in hierarchy	Type of Centre (role and function)	Indicative retail floorspace range	Centres	Sub-regional	Serves a wide catchment (but smaller than a regional centre) anchored by one or more discount department stores, supermarket(s), mini major(s) and speciality stores.	15,000 to 60,000 sqm	High street Belmont
Level in hierarchy	Type of Centre (role and function)	Indicative retail floorspace range	Centres									
Sub-regional	Serves a wide catchment (but smaller than a regional centre) anchored by one or more discount department stores, supermarket(s), mini major(s) and speciality stores.	15,000 to 60,000 sqm	High street Belmont									

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Because of their smaller size, they have less provision for higher-order activities including full-line department stores, and the range of specialty shopping is less extensive.

Strategic directions

- Ensure that new retail development is consistent with the Geelong Retail Centre Hierarchy.
- Ensure that Central Geelong remains the primary activity centre in the municipality.
- Encourage expanding existing centres over developing new centres in out-of-centre locations.
- Ensure the transition of retail centres to activity centres with a diverse range of uses.
- Ensure that out-of-centre development provides net community benefit.

[17.02-1L](#) – applies to use applications that exceed floorspace caps in schedule to the Com 1 Zone. Belmont sub-regional centre not listed – **no consideration under 17.02.**

[Retail Strategy 2016](#)

- **Sub-regional centre**
- **Key characteristics:** Major shopping strip located in close proximity to Central Geelong and well-connected to bus services. Contains Belmont Shopping Village (anchored by Coles) to the north and finer-grain built form to the south, and includes a library and a Kmart (DDS).
- **Total retail** – 42,590
- **Future role and opportunities** - There is demand for an additional 20,800 square metres of floor space within this centre by 2036. Council should prepare an urban design framework or structure plan to guide the growth and development of the centre, investigating how additional floor space could be accommodated within existing zoned land. The plan should also include the surrounding residential land, already identified as an increased housing diversity area, to look for opportunities to increase housing densities around the sub-regional centre and help promote increased activity within the centre. The precinct is likely to continue to thrive, playing a continued retail, service and employment role in the local Belmont and wider Geelong area.
- **Action required:** Develop an urban design framework or structure plan for Belmont. The plan should consider; how to accommodate additional floor space, housing options, built form, car parking and streetscape improvements, among other things.
- **Forecast supportable floor space 2016-2036 sqm** – 20,800

Officer Comment:

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I'm currently reviewing the above as well.

Kind regards,

**Sally Beers**  
Principal Statutory Planner



Please be advised Councils 3 Week Advertising period for Planning Applications commences from: **Monday 4<sup>th</sup> December 2023 until 19<sup>th</sup> January 2024.** (Advertising prior to this period must be collected by [Friday 1<sup>st</sup> December.](#))

Pre-Application Meetings will be on hold from: **Friday 15<sup>th</sup> December 2023 to Friday 19<sup>th</sup> January 2024.**

City of Greater Geelong  
WADAWURRUNG COUNTRY  
PO BOX 104 GEELONG VIC 3220 AUSTRALIA

P: 03 5272 4807  
[WWW.GEELONGAUSTRALIA.COM.AU](http://WWW.GEELONGAUSTRALIA.COM.AU)



LGBTQIA+ Ally

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





PLANNER:	<b>SALLY BEERS</b>	APP NO.	<b>PP-470-2023</b>
FROM:	<b>MANJIL TAMRAKAR -DEVELOPMENT PLANNING ENGINEERING DEPARTMENT</b>	DATE REFERRED:	<b>11 December 2023</b>
SUBJECT:	<b>158-162 High Street, BELMONT VIC 3216</b>  <b>Buildings and Works associated with the Construction of a Supermarket and Bottle Shop and Display of Illuminated Signage</b>	RESPONSE NO.	Second Response
		DATE COMPLETED:	<b>11/01/2024</b>
ZONE:	Commercial 1 Zone		
OVERLAYS:	No overlays, but adjacent to a Heritage Overlay		

**Engineering Services Recommendation**

**Request for Further Information/ Not Supportive**

**Internal Referral Advice to Planner**

- The applicant has amended the design and provided additional information to address items raised in our further information letter.
- Can you please review and advise if their response addresses concerns raised by engineering.
- Please advise if you still have issues.
- Please advise of any conditions to apply to any permit granted.

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**Engineering Services Recommendation Response**

Engineering has raised the following considerations:

- ~~The suggested expansion of the existing crossover at High Street to 8.1m is pending feedback from the Traffic Engineer and Department of Transport.~~
- ~~In the plan, illustrate the offset of electric poles and pits from the vehicle crossing. Ensure that there is a minimum offset of 1.0 metre from an electricity supply pole or streetlight pole and 1.2 metres from a telecommunications pit.~~
- The proposed allocation of 182 on-site car parking spaces falls short of 7 spaces as per the statutory requirement. Comments from the Traffic Engineer on this matter are awaited.
- Demonstrate that the 300mm RCP pipe earmarked for demolition does not have any other connections.
- The connection of roof discharge to a 225mm diameter pipe is not supported by the Council due to its small size, and its passage through a private easement.



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## Traffic Engineering response

There are no concerns regarding the car parking supply; a small waiver of car parking is acceptable.

I have concerns about vehicles exiting Discovery Lane onto private property. Currently vehicles predominantly travel through the eastern Coles car park to egress into Church St. This has been the case for several decades.

The design does not allow this to occur, so alternative egress points must be sought to re-enter the road network.

The only two logical routes are to travel in front of the main entry to the new supermarket and egress into High St or to Church St via other private property and the council-owned car park (see marked aerial photo below).

Even though this has occurred for decades, the legality of vehicles having to travel over private property without any legal mechanism (e.g. carriageway easements) is questioned.

This application is the ideal opportunity to formalise these access arrangements over private and council-owned property.



Comments by: Grant Edmonds (Senior Development Traffic Engineer) – 16 January 2024

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## Recommended Permit Conditions (Without Prejudice)

ENGREF

Note: please provide conditions whether or not supporting

**DRAFT Standard Conditions**

The below draft conditions are not to be adopted until the above issues/items have been addressed.

**Drainage & Vehicular Access:**

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

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

all to the satisfaction of the Responsible Authority.

Note:

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

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**Car Parking**

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

**Stormwater Quality / Management**

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

- a) The site stormwater discharge is not increased by the proposed development. An appropriate on site detention system designed in accordance with the Infrastructure Design Manual may be required;

*to the Satisfaction of the Responsible Authority*

**Non-Standard Conditions**

**NOTE**

**A pre-commencement meeting with Council's engineering department is required to be undertaken prior to works starting. To organise this meeting please contact 5272 4426**

## Appendix D Response to Second Request for Further Information, March 2024

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**Sally Beers**

Principal Statutory Planner  
City of Greater Geelong  
via email: [sbeers@geelongcity.vic.gov.au](mailto:sbeers@geelongcity.vic.gov.au)

22 March 2024

Dear Sally

**Response to Informal Request for Further Information  
Planning Permit Application No. PP-470-2023  
158-162 High Street, Belmont**

Tract Consultants Pty Ltd continues to act on behalf of the Applicant, Coles Group Property Developments Ltd, in relation to the above planning permit application.

Thank you for forwarding through the additional RFI and referral comments via emails dated 25<sup>th</sup> January 2024, and for meeting with the applicant team on 6<sup>th</sup> February 2024 to discuss the pathway forward for this application. Additionally, Tract confirm receipt of Council's email dated 15<sup>th</sup> March 2024 outlining additional queries.

In response to items raised by Council and external agencies, we are pleased to enclose the following to assist Council in its ongoing consideration of this matter:

- A detailed planning submission, prepared by Tract, responding to RFI comments (Appendix A);
- Updated Architectural Plans, prepared by Clarke Hopkins Clarke Architects;
- An Updated Landscape Concept Report, prepared by Tract;
- A letter and updated Swept Path Analysis, prepared by Ratio;
- Copies of the original Coles and Liquorland lease agreements; and
- An Example Loading Management Plan, prepared by Coles Group Property Developments.

All proposed changes have been clouded within the updated architectural drawings prepared by Clarke Hopkins Clarke Architects. The rationale and justification for these changes is outlined within the town planning submission provided at Appendix A.

Should you have any queries regarding the above, or require any further clarification, please contact Jackie Kirby on 0431 813 533 / [jkirby@tract.net.au](mailto:jkirby@tract.net.au) or myself on 0401 733 689 / [pathanasopoulos@tract.net.au](mailto:pathanasopoulos@tract.net.au).

Yours sincerely



**Perry Athanasopoulos**  
Senior Town Planner  
Tract

RFI Item	Response
<p>1 <u><b>Barwon Water</b></u></p> <p><i>Information required includes:</i></p> <p>1. <i>The proposed development does not conform to Barwon Water's Asset Protection policy. Structures are generally to be no closer than 1.0m to a Barwon Water pipeline. From initial assessment it appears your proposal does impact on this policy. The applicant can alter their proposal to adhere to the Asset Protection policy and resubmit plans for review.</i></p> <p>2. <i>The plans do not adequately address the required height of basement (2700mm) and the clearance between the top of the main and basement slab level of 750mm.</i></p> <p>3. <i>The applicant is required to provide a section plan to include the following:</i></p> <ul style="list-style-type: none"> <li>• <i>Thickness of basement concrete</i></li> <li>• <i>Clearances from sewer main horizontally and vertically</i></li> <li>• <i>Proposed location of re-located sewer main</i></li> <li>• <i>Loading calculations</i></li> </ul>	<p>The permit applicant has worked extensively with Barwon Water during the application process.</p> <p>Clarified architectural and engineering plans were submitted to Barwon Water for their review.</p> <p>Barwon Water has since issued through their conditional approval of the design in accordance with their previous comments. This has been issued through to Council.</p> <div data-bbox="965 1014 1513 1352" style="border: 2px solid red; padding: 10px; text-align: center;"> <p><b>This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright</b></p> </div>
<p>2 <u><b>Sale of Packaged Liquor</b></u></p> <p><i>Your application is missing some detail in a written statement describing the change of land use proposed.</i></p> <p><i>Your written statement must explain, where relevant:</i></p> <ul style="list-style-type: none"> <li>• <i>Whether a planning permit is required under Clause 52.27 Licenced premise to sell packaged liquor from the site.</i></li> </ul>	<p>A planning permit is not required pursuant to Clause 52.27 (Licenced Premises) to sell packaged liquor from the Site as it benefits from an exemption as the liquor licence was issued prior to 8 April 2011.</p> <p>Refer to the attached Liquor Licence and documentation indicating the operation of the licence prior to 8 April 2011, including the lease agreements for the Coles and Liquorland tenancies dating to 1997 and 2000 respectively.</p>
<p>3 <u><b>DTP Transport – Bus Shelter</b></u></p> <p>1. <i>The existing bus stop at (High Street) cannot be used during the construction of the development and a temporary bus stop must be provided at no cost and to</i></p>	<p>The permit applicant will work through the particulars of the bus stop with the Department of Transport and Planning (Transport), for how the</p>



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RFI Item	Response
<p><i>the satisfaction of the Head, Transport for Victoria. Prior to the commencement of works related to the bus stop, approval must be obtained via the relocation team.</i></p> <p><i>2. Prior to commencement of the use the temporary bus stop must be removed and reinstated to its original location (subject to approval by the bus stop relocations team process), all to the satisfaction of and at no cost to the Head, Transport for Victoria.</i></p> <p><i>3. Prior to commencement of the use, the bus stop at (High Street) must be upgraded/constructed according to the standard drawing (as advised by Bus Stop Relocations team) and to be compliant with the Disability Discrimination Act 1992, and the Disability Standards for Accessible Public Transport 2002 and approved by the bus stop relocations team process, to the satisfaction of the Head, Transport for Victoria.</i></p>	<p>bus stop will be treated during the construction process.</p> <p>This is occurring concurrently to the planning permit application, with the intent for it to be resolved prior to the issue of a Notice of Decision for this application.</p>
<p><b>4</b>     <b><u>Environmental Protection Agency</u></b></p> <p><i>EPA comments remain the same.</i></p> <p><i>Regardless of whether it is a major project or not, activities or operations that will emit noise need to actively manage this risk. While a post commissioning acoustic report may provide some confidence once the facility is completed, even if one is not required or prepared, it does not negate the General Environmental Duty (GED) and the need for ongoing management of noise.</i></p> <p><i>The facility should not wait for non-compliance to act. The operator/ applicant should be thinking about the "many mitigation options available" now instead of waiting for a pollution report etc. Again, this is part of their obligations under the GED. See the following information:</i></p>	<p>The EPA is not a referral authority under Section 55 of the P&amp;E Act and contradicts the comfort level shown by the Environmental Health department.</p> <p>The position and proposed conditions being imposed by the EPA (ongoing monitoring) are outside best practice, onerous on the developer and would be detrimental to the viability of the proposal.</p> <p>Notwithstanding, Council's Environmental Health team (item 5 below) have indicated comfort with the application subject to conditions.</p> <p>It is proposed to progress with the comments of the Environmental Health department, as agreed with Council Planning at the RFI meeting on 6<sup>th</sup> February 2024.</p>
<p><b>5</b>     <b><u>Environmental Health</u></b></p> <p><i>Provide further information as to mitigation measures that will be put in place to limit disturbance caused by night time deliveries. These could include:</i></p> <ul style="list-style-type: none"> <li><i>• Truck vehicles switching off engines and motors during delivery process</i></li> <li><i>• Unloading of trucks by hand or hand trolley only</i></li> </ul>	<p>The requested further information sought by the Environmental Health department is considered reasonable and appropriate by the applicant. The applicant team proposes that the requested information to be provided as part of a Loading Management Plan, which is to be identified as a condition on the future planning permit.</p>

RFI Item	Response
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- *Trolleys being fitted with soft rubber wheels to limit noise emissions*
- *Smooth surfaces in storage/delivery receival areas to minimise noise emissions when trolleys are travelling throughout.*
- *Signage instructing delivery drivers to operate vehicles in a reasonable manner and minimise noise and noise impacts on residential properties as much as possible.*
- *Confining loading and unloading to the designated loading bay only.*

Additionally, we provide some wording for a draft Loading Management Plan condition below for Council's review:

##. Prior to the commencement of works, unless otherwise agreed in writing by the Responsible Authority, a Loading Management Plan (LMP) must be submitted to and approved by Greater Geelong City Council. The LMP must specify how the ingress/egress of loading vehicles is to be managed and ensure that:

- Truck vehicles are switching off engines and motors during delivery process*
- Unloading of trucks is by hand or hand trolley only*
- Trolleys are being fitted with soft rubber wheels to limit noise emissions*
- Smooth surfaces are implemented in storage/delivery receival areas to minimise noise emissions when trolleys are travelling throughout.*
- Signage instructing delivery drivers to operate vehicles in a reasonable manner and minimise noise and noise impacts on residential properties as much as possible.*
- Confining loading and unloading to the designated loading bay only.*

An example Loading Management Plan has been included in this RFI Response package. The provided LMP was prepared for a different Coles site in another municipality, however it can be used as an example for Council to gain comfort on what will be prepared and issued for endorsement in due course.

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**6**      ***Urban Design (Public Realm)***  
*Request for Further Information*  
*High St: The landscape plan should show removal of the driveway on High Street, adjacent on new Public Plaza. A bitumen footpath, kerb and channel should be reinstated at this location.*

The Landscape Plan has been amended to reflect the further information requested.  
 Additionally, it is submitted that the Church Street façade is well articulated and includes landscaping to minimise an 'inactive' facade noting that a significant amount of work has already been done to address previous comments and improve the design. Note that the

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RFI Item	Response
<p><i>Church St:</i> The landscape plan should show removal of the crossover/ carparking on Church St.</p> <p>A bitumen footpath and kerb and channel should be reinstated.</p> <p>Any proposed street tree planting / tree removal should be shown on the plan.</p> <ul style="list-style-type: none"> <li>We request the landscape plan is updated to proposed show streetscape upgrades.</li> <li>We also request review of the pavement type and furniture selection when provided.</li> </ul> <p>Notes:</p> <ul style="list-style-type: none"> <li>Church St façade could be improved with the use of windows to provide an active edge to the street.</li> <li>Investigate location of substations within the building envelope on Church St, not on the High St frontage.</li> <li>Suggest removal of vehicle access between carparks, and redesign to pedestrian only/ shared pedestrian &amp; service space adjacent to bottle shop.</li> </ul>	<p>inclusion of windows to this facade (in addition to that already provided) is impractical due to the use of this space internally (back of house and freezers) which would result in a poor design outcome.</p> <p>The substations are required to be in the locations they are currently identified in and cannot be relocated due to service provider requirements.</p> <p>Pedestrian only routes are not feasible and are contrary with comments from Council's traffic department relating to formalise traffic access through the Site (refer item 10 below).</p>
<p><b>7</b>      <b><u>Urban Design (Street Activation)</u></b></p> <p><i>The front plaza that was designed to create street activation is currently used for several services and emergency exit, creating an inactive façade and potential for antisocial behaviour/graffiti.</i></p> <p><i>Church St interface is inactive and not supported in its current design.</i></p> <p><i>Recommendation: Such services should be incorporated into the design preferably next to the loading zone on the northern/western façade.</i></p>	<p>The noted services alongside the High Street interface are required by Fire Rescue Victoria, which requires the boosters along the title boundary. Accordingly, it is not possible to relocate the services as FRV would not support an alternative location.</p> <p>As noted above, the Church St interface cannot be altered to include windows as it would provide inappropriate view lines into the back of house facilities and the rear of the freezer sections along the northern boundary of the supermarket.</p>
<p><b>8</b>      <b><u>Urban Design (Residential Interface and Loading Bay)</u></b></p> <p><i>Previous feedback regarding loading bay and residential interface is not addressed. The existing loading bay is located on the south side and accessed from Church Street. Relocating the loading bay to the south side should not impact access from Church Street given it is currently in the same location.</i></p>	<p>Previous discussions with Council Statutory Planning indicate that this design is appropriate and acceptable, contrary to the commentary provided by Urban Design.</p> <p>No further action is proposed on this item, as it has been resolved with Council Statutory Planning.</p>

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RFI Item	Response
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9 **Urban Design (Pedestrian and cyclist movement)**  
*Pedestrians and cyclists' movement connections through the site*  
*Some of the recent changes such as the addition of pedestrian crossings has improved pedestrian movement and safety through the site. The applicant should ensure pedestrian connections are level to facilitate universal access and additional bike racks are recommended to be included in the plaza (High Street front). Urban Design highly recommends removal of vehicle access from south to the car park and using that footpath as a ped only path to avoid potential conflict.*  
*RECOMMENDATION: Provide signage and ground markings to indicate pedestrian priority crossing points within the vehicle network. Ensure pedestrian network is level to facilitate use by prams, scooters, wheelchairs, etc. The Applicant should provide additional bike racks at the front of the development site, close as possible to the High Street. Additionally, provision of some larger spaces for cargo and electric bikes are highly recommended.*

The pedestrian pathways are as level as practicable in relation to the natural rise and fall of the Site. The amended plans have included the slope grades at ground level and within the basement car park. The slope grades at ground level are a maximum of 1:34 fall from north to south. Accordingly, the pedestrian connections are level and facilitate universal access for the community.  
Additionally, the removal of vehicle access from the south of the Site is not appropriate and is contrary to comments posed by the Council Engineering comments.

10

**Traffic (Right of access)**

*I have concerns about vehicles exiting Discovery Lane onto private property. Currently vehicles predominantly travel through the eastern Coles car park to egress into Church St. This has been the case for several decades.*  
*The design does not allow this to occur, so alternative egress points must be sought to re-enter the road network.*  
*The only two logical routes are to travel in front of the main entry to the new supermarket and egress into High St or to Church St via other private property and the council-owned car park (see marked aerial photo below).*  
*Even though this has occurred for decades, the legality of vehicles having to travel over private property without any legal mechanism (e.g. carriageway easements) is questioned.*  
*This application is the ideal opportunity to formalise these access arrangements over private and council-owned property.*

Updated Council comments received via email dated 15<sup>th</sup> March 2024 (paraphrased to refer to this matter only):

*It was confirmed that the proposal will alter the way traffic moves through the site. This application therefore should also be amended to include a carriageway easement (that is to be vested to Council) to allow traffic to continue moving through the site, but in a new direction as shown in the engineering drawing in Grant's email below.*

*The recommendations Kevin and I came up with are (numbers relate to the point numbers above):*

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RFI Item	Response
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- 1. Create a carriageway easement through the Coles car park to access High St and Belmont Square (road reserves) and declare the whole of the council car park (b/w Belmont Sq and Church St) a road.*

The Applicant acknowledges Council's concern relating to historical access and the utilisation of Coles' private property to allow for access from Discovery Lane. The Applicant further acknowledges that formalisation of an access arrangement as part of this planning permit application is appropriate in this circumstance.

The pathway of travel through Coles' site as suggested by Council is also suitable and the declaration of Council's car park as a road is welcomed.

With the above agreed upon and a commitment from the Applicant to formalise the traffic movement through the Site as part of this planning permit application, Coles is seeking legal advice on the preferred mechanism to facilitate this, including the option of a carriageway easement, following confirmation of Council's position on the 15<sup>th</sup> March 2024.

This process of review and subsequent confirmation of an agreed mechanism by all parties (Applicant, Council and potentially the adjoining landowners) represents a further delay to progression of the planning application. With the above confirmation of agreement to an encumbrance on the Applicant's land for the purposes of granting ongoing access rights to the adjoining landowners, we are seeking Council's agreement to proceed to advertising and allow discussions on this matter to continue concurrently.

This is considered reasonable for the following reasons:

- The granting of ongoing access rights across the subject site is not a matter that could be considered detrimental or in any way affect the wider community. Indeed, this is a positive outcome.
- Notwithstanding, it is proposed that the Planning Report be updated to clearly confirm within the application material the proposal to include such a mechanism, with the final form to be agreed upon and secured via way of an appropriately worded condition on the permit.
- It is our position that the inclusion of any mechanism to secure access rights as proposed (whether a carriageway easement, Section 173 Agreement or similar) can be appropriately secured via condition on the planning permit and does not require formal amendment to the application.
- Should a carriageway easement be agreed upon by the Applicant, Clause 52.02 of the Greater Geelong Planning Scheme provides an exemption from the need for a planning permit if the introduction of an easement is undertaken via Section 36 of the *Subdivision Act 1988*.

Therefore, an amendment to the planning application or introduction of an additional permit trigger is not required.

<p><b>11</b>     <b><u>Traffic (swept path)</u></b> <i>Council is sceptical that there is enough space for the vehicle to turn and exit the car park to the north.</i> <i>A swept path diagram to be prepared showing a medium rigid vehicle exiting the Council owned car park to the north to Church St.</i></p>	<p>Ratio Consultants have prepared swept path diagrams that identifies a sufficient swept path for a medium rigid vehicle to traverse the Site and safely exit to Church Street to the north, or to High Street to the south.</p> <p>Additionally, Ratio undertook a survey of traffic entering the Site from Discovery Lane. The survey identified a very low frequency of medium rigid vehicles entering the Site.</p>
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RFI Item	Response
	Refer to the letter and swept path diagrams prepared by Ratio Consultants for further information.
<p><b>12</b>      <u><b>PowerCor</b></u></p> <p><i>Council want consent from Powercor – concerned about the space between the building and the easement.</i></p> <p><i>Trees proposed to be planted along electricity easements.</i></p>	<p>PowerCor have provided Council with a letter of support for the planning permit application.</p> <p>In relation to the north-eastern interface of the Site, which contains a PowerCor easement, revised landscaping has been proposed in the form of smaller shrubs that will not interfere with the PowerCor assets underground. This has been designed in accordance with the PowerCor design standards for planting over easements.</p>
<p><b>13</b>      <u><b>ESD</b></u></p> <p><i>1. The Applicant needs to clearly annotate in the Development Plans with a note to say what will be the maximum illumination power density of this development.</i></p> <p><i>2. The applicant will need to submit the revised MUSIC report (stormwater management strategy) which should highlight the appropriate treatment measures (sustainable option) used in MUSIC model. It will also be needed the MUSIC file (.sqz) for validation.</i></p> <p><i>3. An updated catchment plan clearly marked and dimensioned based on the proposed treatment measures.</i></p>	<p>All items requested are reflected in the ESD proposed permit conditions. The applicant team is comfortable with Council applying these adjacent items as conditions on a planning permit.</p>
<p><b>14</b>      <u><b>Waste Management</b></u></p> <p><i>Clarify the timing of waste removal and deliveries. The Acoustic Report and the Waste Management Plan specify two different timeframes.</i></p>	<p>The proposed waste management and delivery timelines are to occur within the time specified in the WMP.</p> <p>The permit applicant is willing to accept a permit condition restricting waste collection to be in accordance with days/times nominated in the Waste Management Plan.</p>
<p><b>15</b>      <u><b>Architectural Plans</b></u></p> <p><i>Provide NGL RLs on the Sections and Elevations - not currently shown on the ground level</i></p>	<p>Sections and Elevations have been amended to provide natural ground level and RL measurements.</p> <p>Refer to the Architectural Plans prepared by CHC Architects for further detail.</p>

RFI Item		Response
16	<p><u><i>Landscape Plan</i></u>  <i>Clarify design of substation kiosk adjacent to discovery lane.</i>  <i>Clarify landscaping treatment along Church St boundary in planter box in the Landscape Plan &amp; northern elevation</i></p>	<p>The substation adjacent to Discovery Lane has been clarified, with the substation envelope and buffer area differentiated in a separate colour to the colour identifying the building envelope.</p> <p>The landscaping treatment along the northern boundary to Church St has been included in the Landscape Plan package and aligned with the Architectural Plans.</p> <p>Refer to the Landscape Plan prepared by Tract for further detail.</p>

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## Response to Informal RFI (email dated 15 March 2024)

Item	Response
<p>1 <i>Any vehicle that enters Discovery Lane (a 'one way' road) must travel through the Coles car park to re-enter the road network (High St or Church St).</i></p> <p><u>Recommendation</u></p> <p><i>Create a carriageway easement through the Coles car park to access High St and Belmont Square (road reserves) and declare the whole of the council car park (b/w Belmont Sq and Church St) a road.</i></p>	<p>Refer to Item #10 above.</p>
<p>2 <i>The properties from No. 138 to No. 156 that have rear access to Discovery Lane also require access through the Coles car park to re-enter the road network.</i></p> <p><u>Recommendation</u></p> <p><i>As above, however the CE in favour of council would include all of these lots (not recommended).</i></p>	<p>Refer to Item #10 above. We support Council's alternative proposal to declare their land a road.</p>
<p>3 <i>There appears to be a council drain running from a Junction Pit (that may or may not be within the Discovery Lane road reserve) alongside No. 156 to another JP (on Coles' land) and entering the Grated Pit in High St. There is some runoff from Discovery Lane that enters Coles' land.</i></p> <p><u>Recommendation</u></p> <p><i>Create a drainage easement in favour of council.</i></p>	<p>The applicant acknowledges the identification of the Council drain and is willing to accept a condition on the planning permit requiring a drainage easement along the affected area of the Site. In accordance with Clause 52.20 of the Greater Geelong Planning Scheme, this is can be facilitated via Section 36 of the <i>Subdivision Act 1988</i> and is therefore, exempt from the need for a planning permit.</p>
<p>4 <i>There is a door to access No. 156 that can only be accessed from Coles' land.</i></p> <p><u>Recommendation</u></p> <p><i>Create a short carriageway easement. Alternatively, do nothing.</i></p>	<p>A carriageway easement for this purpose is not supported by the Applicant.</p> <p>Access will be maintained to the side door at No. 156 High St as part of the proposal currently under consideration by Council, with any future works on the Site that could <i>potentially</i> restrict this access, requiring a planning permit.</p> <p>Furthermore, should the adjoining landowner seek to redevelop their site with alternative access provided,</p>

RFI Item	Response
	the Applicant is left with a redundant encumbrance on their land which is unacceptable.
<p><b>5</b> <i>There is also some concern about the location of the High St road reserve boundary in relation to where the existing kerb/planter box is located. The corner of the building of No. 156 would have to be assumed to be on the road reserve boundary, and the concrete of the pit surround matches the face of the building. The edge of the concrete of the vehicle crossing (beside No. 156) is set behind the face of the building, which leads me to believe part of the High St footpath is on Coles' land for the entire length of its High St frontage.</i></p> <p><u>Recommendation</u></p> <p><i>Acquire (or be gifted) additional road reserve so that the footpath (and indentation that houses the bus stop shelter) is within the road reserve.</i></p>	We thank Council for their observations and the Applicant will consider this matter in due course, outside of the current planning application.

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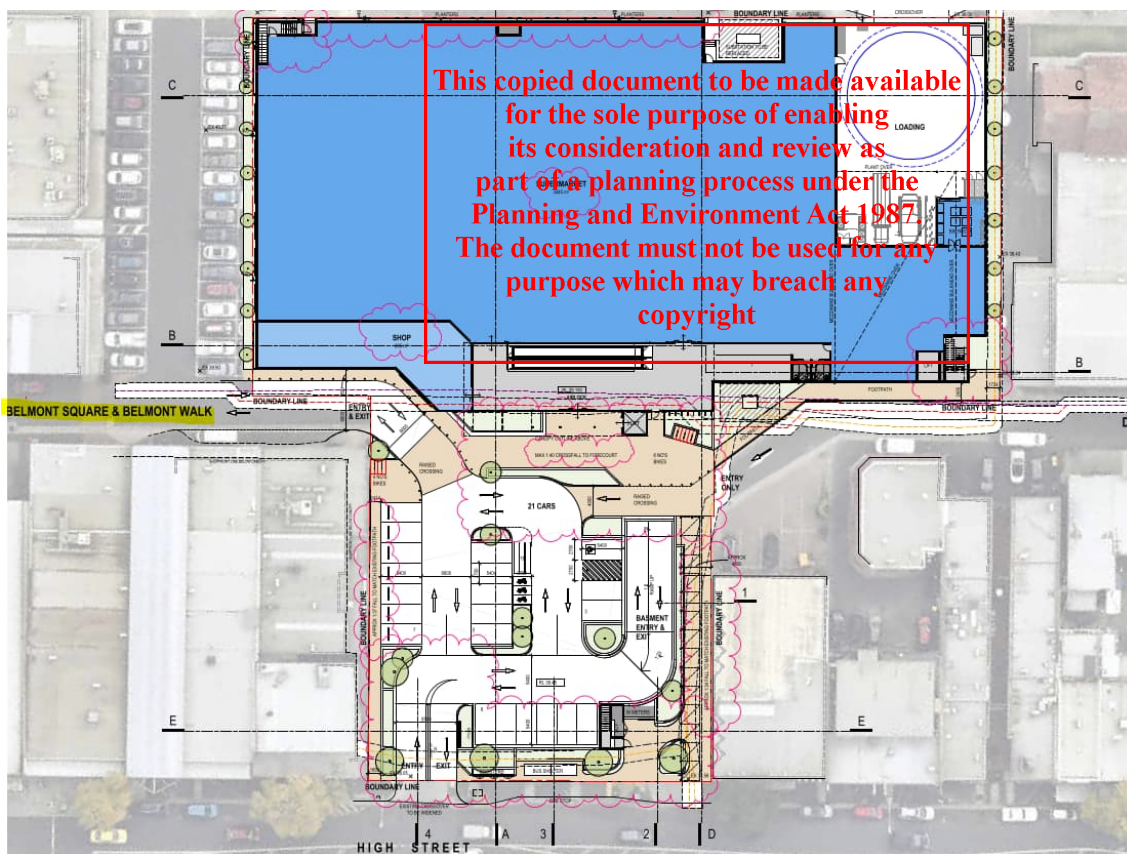
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Jackie Kirby

From: Jackie Kirby  
Sent: Friday, 12 July 2024 10:02 AM  
To: Jackie Kirby  
Subject: FW: Update on PP-470-2023- Coles Belmont  
Attachments: D24-265150 Legal advice applicants response-PP-470-2023\_158-162 High St, Belmont\_Legal Access Mechanism.pdf; PW24-30298 Urban Design Referral Response PP-470-2023 158-162 High Street, BELMONT VIC 3216 Unknown Addressee Planning Permits.pdf; PW24-33891 Public Realm Referral Response PP-470-2023 158-162 High Street, BELMONT VIC 3216 Planning Permits.pdf; PW24-33918 Parks Referral Response PP-470-2023 158-162 High Street, BELMONT VIC 3216 Planning Permits.pdf

Thanks Jackie. I sent your response to planning admin and they are going to contact you re advertising.

I can also advise that we had a meeting with our legal team this afternoon. Securing access via a S173 agreement is agreed too, however the suggested wording you included in the attached letter may be further amended, for example, it is noted that the wording does not include access from Discovery Lane through the site to Belmont Square/Belmont Walk. It only includes access from Discovery Lane through to High Street.



In regards to referral comments, I'm still waiting on engineering. As explained to you on the phone, I have received the attached urban design comments. I do note you are opposing these suggestions. Rory and I will review these at the same time engineering comments are received.

Comments from Public realm and Parks comments are also attached for your information.

Have a nice evening,



Kind regards,

Sally Beers  
Principal Statutory Planner

City of Greater Geelong  
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P: 03 5272 4807

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**LGBTQIA+ Ally**

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



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CITY OF GREATER  
**GEELONG**

PLANNER:	<b>SALLY BEERS</b>	APP NO.	<b>PP-470-2023</b>
FROM:	<b>Sabine Provily Urban Design</b>	DATE REFERRED:	<b>27 March 2024</b>
SUBJECT:	<b>158-162 High Street, BELMONT VIC 3216</b>  <b>Buildings and Works associated with the Construction of a Supermarket and Bottle Shop and Display of Illuminated Signage and Reduction in Car Parking</b>	RESPONSE NO.	Final Response
		DATE COMPLETED:	<b>20 May</b>
ZONE:	<b>C1Z</b>		
OVERLAYS:	<b>none</b>		

**Urban Design Recommendation**  
**Supportive, subject to changes**

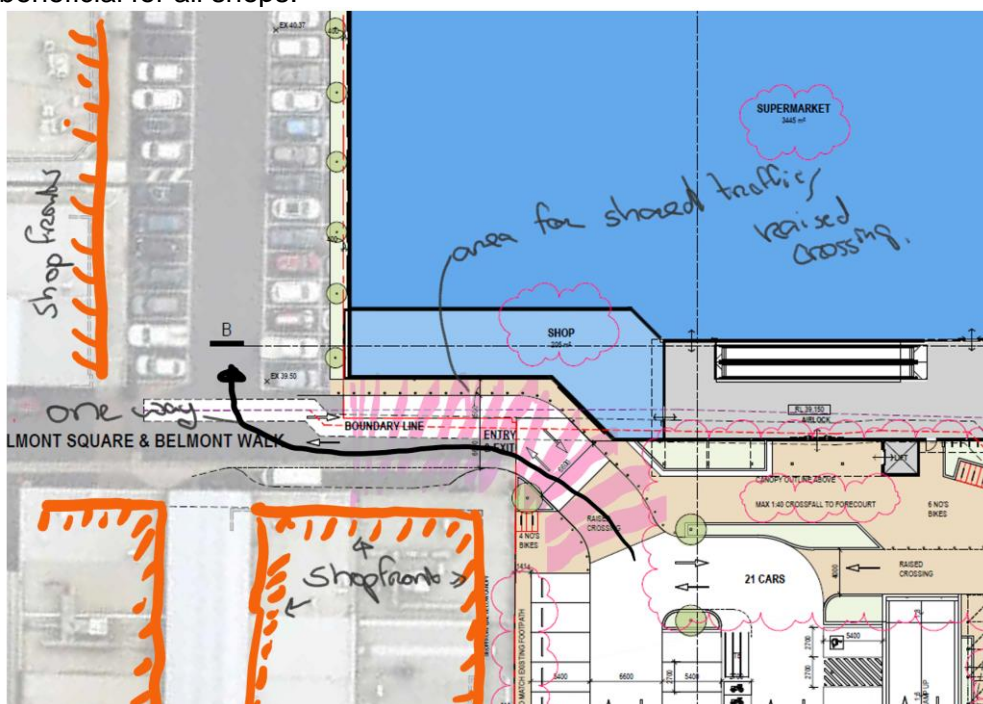
**Internal Referral Advice to Planner**

- Extent to which further information responds to previous comments/concerns

**Urban Design Recommendation Response**

The following changes to the plans are being sought.

- 1) It is recommended to make the connection from the parking to Belmont Square and Belmont Walk one direction (exit preferred). The raised crossing should also be extended. This will significantly improve the conditions at this area for pedestrians. Improving the walkability in this area will be beneficial for all shops.



- 2) It is acknowledged that the parking garage exit and several services will be required at the suggested location. However, there is concern that the current setting will create an unsafe area and invites for graffiti. It is highly recommended to rethink and redesign this area. One suggestion is to add on a small kiosk which will increase the activity in this area. The kiosk, staircase exit and other services can all be collocated in the same building. Suggestion below:



## Other Comments from Urban Design

INSERT Response – assessment, advice and other comments

A permit condition has been proposed to ensure that streetscape works will be undertaken to the satisfaction of Council. It is expected that this development will create significant rectification works on abutting footpaths. These need to be undertaken to the City's standard. It is recommended to liaise with the Public Realm and engineering teams to refine proposed permit condition.

Another set of conditions must ensure that the green façade will be delivered and maintained as per the suggested plans.

## Recommended Permit Conditions (Without Prejudice)

*Note: please provide conditions whether or not supporting*

## Standard Conditions

### Streetscape Public Realm Plan

Prior to the commencement of works, a Streetscape Public Realm Plan prepared by a suitably qualified or experienced person must be submitted and approved by and to the satisfaction of the City of Greater Geelong. The plan must adhere to relevant City requirements and must include a scope of work that encompasses at minimum area from the property boundary to the front of the kerb. The plan must include:

Any proposed new council assets

- Materials and details of all surface finishes
- Materials and details of kerbs and channels
- Existing and proposed finished surface levels
- Tactile surface ground indicators and kerb ramps
- Any stormwater management measures, including permeable paving, rain gardens, or other sustainable drainage elements.
- Road works including pedestrian crossings and changes to parking, including parking signs
- All vehicle crossings in accordance with council standards
- Lighting
- Smart city infrastructure (WIFI nodes/ charging points)
- Public furniture, such as seating, bollards, bike racks, drinking fountains, rubbish bins,
- Planting layout including existing trees to be retained/ removed and proposed vegetation
- Planting schedule for trees, shrubs, and ground covers, including botanical names, common names, pot sizes, sizes at maturity, and quantities of each plant
- Any signage elements including the location, size, and design concept

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- n) Any public art including the location, size, and design concept
- o) Overlay civil engineering plans to show all existing infrastructure (e.g., pits, meters, poles, kerbs and outstands, drainage assets) and levels with reference to feature survey plans for the subject site and adjoining sites.
- p) Longitudinal sections at all entry/exit points showing design levels, grades/transition, flood protection and headroom clearance.

When approved, the plan will be endorsed and form part of the permit.

Unless otherwise approved in writing, the approved works must be implemented prior to occupation of the development, at no cost to, and to the satisfaction of the City of Greater Geelong.

### **Green facade plan**

- 1) Prior to commencement of development, a plan for the green facade must be approved and endorsed by the responsible authority. The plan must:
  - a. be prepared to the satisfaction of the responsible authority
  - b. be prepared by a suitably qualified person
  - c. have plans drawn to scale with dimensions
  - d. be submitted to the responsible authority in electronic form
  - e. include the following:
    - i. layout of landscaping and planting within the facade.
    - ii. a planting schedule, including botanical names, common names, pot sizes, sizes at maturity, and quantities of each plant.
    - iii. details that depth and size of planting boxes will ensure plants can grow to an appropriate size;
    - iv. details of how the project responds to water sensitive urban design principles, including how storm water will be mitigated, captured, cleaned and stored for onsite use and the location and type of irrigation systems to be used including the location of any rainwater tanks to be used for irrigation.

The responsible authority may consent in writing to vary any of these requirements.

### **Completion of green facade**

- 2) Prior to occupancy of development, the landscaping shown on the approved green facade plan must be carried out and completed.

The responsible authority may consent in writing to vary this requirement.

### **Green facade maintenance**

- 3) At all times the landscaping shown on the approved green facade plan must be maintained (including the replacement of any dead, diseased or damaged plants) to the satisfaction of the responsible authority.

## **Non-Standard Conditions**

- 1. INSERT

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## Public Realm Internal Referral

PLANNER: Sally Beers	APP NO. <b>PP-470-2023</b>
FROM: <b>Public Realm Referral Leila</b>	DATE REFERRED: <b>9 April 2024</b>
SUBJECT: <b>158-162 High Street, BELMONT VIC 3216</b>  <b>Buildings and Works associated with the Construction of a Supermarket and Bottle Shop and Display of Illuminated Signage and Reduction in Car Parking</b>	RESPONSE NO. <b>Second.</b>
	DATE COMPLETED: <b>17.04.24</b>
ZONE: <b>C1Z</b>	
OVERLAYS: <b>None</b>	

### Recommendation:

Referral response 19.12.23	Comments on updated plans 17.04.24
<p><b>High St:</b> <i>The landscape plan should show removal of the driveway on High Street, adjacent on new Public Plaza. A bitumen footpath, kerb and channel should be reinstated at this location.</i></p>	<p>The landscape plan now shows removal of the driveway on High Street and footpath reinstatement.</p>
<p><b>Church St:</b> <i>The landscape plan should show removal of the crossover/ carparking on Church St. A bitumen footpath and kerb and channel should be reinstated.</i></p> <p><i>Any proposed street tree planting / tree removal should be shown on the plan.</i></p> <ul style="list-style-type: none"> <li><i>We request the landscape plan is updated to proposed show streetscape upgrades.</i></li> <li><i>We also request review of the pavement type and furniture selection when provided.</i></li> </ul>	<p>The landscape plan now shows removal of the driveway on High Street/ footpath reinstatement.</p> <div style="border: 2px solid red; padding: 10px; text-align: center; color: red; font-weight: bold;"> <p>This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright</p> </div>
<p><b>Notes:</b></p> <ul style="list-style-type: none"> <li><i>Church St façade could be improved with the use of windows to provide an active edge to the street.</i></li> <li><i>Investigate location of substations within the building envelope on Church St, not on the High St frontage.</i></li> <li><i>Suggest removal of vehicle access between carparks, and redesign to pedestrian only/ shared pedestrian &amp; service space adjacent to bottle shop.</i></li> </ul>	<p>Note response from applicant.</p> <ul style="list-style-type: none"> <li>- Church street façade not activated – applicant suggests note possible.</li> <li>- Substations are not relocated – applicant suggests not possible. Stat planning advice that substations are acceptable noted.</li> <li>- Vehicle access route remains between car parks – no provision for pedestrian only or shared space has been made. Traffic advice noted.</li> </ul>

### Response

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

**Other Comments**

*INSERT Response – assessment, advice and other comments*

**Recommended Permit Conditions (Without Prejudice)**

*Note: please provide conditions whether or not supporting*

Should you require any further information please contact **Sally Beers** on or

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PLANNER:	<b>SALLY BEERS</b>	APP NO.	<b>PP-470-2023</b>
FROM:	<b>Marty Jackson Parks Department</b>	DATE REFERRED:	<b>9 April 2024</b>
SUBJECT:	<b>158-162 High Street, BELMONT VIC 3216</b>	RESPONSE NO.	Final Response
	<b>Buildings and Works associated with the Construction of a Supermarket and Bottle Shop and Display of Illuminated Signage and Reduction in Car Parking</b>	DATE COMPLETED:	<b>23 April 2024</b>
ZONE:	<b>Insert Zone</b>		
OVERLAYS:	<b>Insert Overlays</b>		
<b>Parks Recommendation Supportive</b>			

### Internal Referral Advice to Planner

- Can you please confirm that that landscape plan shows sufficient room for landscaping to grow and be irrigated. Note, additional landscaping is now shown on the plans.

### Parks Department Recommendation Response

Hello Sally,

Parks Planning have reviewed the plans and are satisfied that there is sufficient place and soil volumes for planting. Irrigation and drainage is stated to be used in all planters which is supported.

As per our previous response a street tree protection condition has been submitted.

Kind Regards.  
Marty

### Other Comments from Parks Department

**INSERT Response – assessment, advice and other comments**

### Recommended Permit Conditions (Without Prejudice)

*Note: please provide conditions whether or not supporting*

### Standard Conditions

### Street Tree Protection Fencing

PREFPRES

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

- Tree protection fencing is to consist of three (3) panels of 1.8m temporary fencing in triangulated pattern around the street tree.
- The fencing panels are to be secured with standard join brackets and held in place with concrete filled temporary fence bases.

Installation and correct placement of tree protection fencing two (2) weeks prior to works commencing and for the duration of works.

**Note**

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

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## Appendix F External Referral Consents

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- Head, Transport for Victoria
- Barwon Water

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## Department of Transport and Planning

GPO Box 2392  
Melbourne, VIC 3001 Australia  
[www.transport.vic.gov.au](http://www.transport.vic.gov.au)

Ref: PPR 43209/23

Sally Beers  
City of Greater Geelong  
30 GHERINGHAP STREET  
GEELONG VIC 3220

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Dear Sally

**PLANNING APPLICATION NO.:** PP-470-2023  
**DEPARTMENT REFERENCE NO:** PPR 43209/23  
**PROPERTY ADDRESS:** 158-162 HIGH STREET, BELMONT VIC 3216

### **Section 55 – No objection subject to conditions**

Thank you for your referral dated **16 June 2023** of the above application to the Head, Transport for Victoria under Section 55 of the *Planning and Environment Act 1987*.

The Head, Transport for Victoria has considered this application and does not object if the permit is subject to the following conditions:

#### **Bus Stop:**

- 1. The existing bus stop at (High Street) cannot be used during the construction of the development and a temporary bus stop must be provided at no cost and to the satisfaction of the Head, Transport for Victoria. Prior to the commencement of works related to the bus stop, approval must be obtained via the relocation team (Please contact bus services on [bus.stop.relocations@transport.vic.gov.au](mailto:bus.stop.relocations@transport.vic.gov.au) not later than 8 weeks prior to the planned works.**
- 2. Prior to commencement of the use the temporary bus stop must be removed and reinstated to its original location (subject to approval by the bus stop relocations team process), all to the satisfaction of and at no cost to the Head, Transport for Victoria.**
- 3. Prior to commencement of the use, the bus stop at (High Street) must be upgraded/constructed according to the standard drawing (as advised by Bus Stop Relocations team) and to be compliant with the Disability Discrimination Act 1992, and the Disability Standards for Accessible Public Transport 2002 and approved by the bus stop relocations team process, to the satisfaction of the Head, Transport for Victoria.**

#### **Note:**

**The bus stop relocations team will confirm the latest revision of the Standard Drawing.**

**Accessways:**

4. Prior to the commencement of works, the proposed accessways and crossovers must be constructed to the satisfaction of and at no cost to the Head, Transport for Victoria, and the Responsible Authority, with no compromise to operational road safety, efficiency, or public safety and by ensuring safe pedestrian access to the development and along the High Street frontage.
5. Prior to the commencement of the use, the redundant vehicle crossings must be removed, and the area reinstated to the satisfaction and at no cost to the Head, Transport for Victoria.

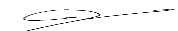
**Signage:**

6. The proposed signage must not constitute a potential road safety hazard as per clause 52.05, to the satisfaction of the Head, Transport for Victoria.
7. Prior to the commencement of works, separate approval under the Road Management Act 2004 from the Head, Transport for Victoria is required for the above works. Please contact [southwestworks@roads.vic.gov.au](mailto:southwestworks@roads.vic.gov.au) prior to commencing any works to arrange a Road Works Agreement, approval of plans and payment of design and checking fees

Please forward a copy of any decision to this office as required under the *Planning and Environment Act 1987*.

Should you have any enquiries regarding this matter, please contact Ahmed Ibrahim on [Ahmed.Ibrahim@roads.vic.gov.au](mailto:Ahmed.Ibrahim@roads.vic.gov.au).

Yours sincerely



GREG HAYES  
Team Leader Statutory Planning  
BARWON SOUTH WEST  
REGIONAL TRANSPORT  
DEPARTMENT OF TRANSPORT AND PLANNING  
Under delegation from the Head, Transport for Victoria  
27/06/2023

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Our Ref: L021149

Enquiries to: Natalie Clifford - Ph: 1300 656 007

05 March 2024

CITY OF GREATER GEELONG

By Email: [statplanning@geelongcity.vic.gov.au](mailto:statplanning@geelongcity.vic.gov.au)

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Dear Sir/Madam,

**RE: PLANNING APPLICATION NO: PP-470-2023**

**LOCATION: 158-162 HIGH ST BELMONT 3216**

**PROPOSAL: Construction of a Supermarket and Bottle Shop**

I refer to your letter received 12 December 2023 concerning the proposed development and wish to advise that the Barwon Region Water Corporation, pursuant to Section 52 of the Planning and Environment Act, does not object to the granting of a planning permit.

We have worked with the Developer, and they have engaged a Consulting Engineer who has provided enough information to BW that we can support the application by re-diverting the sewer main and ensuring the Design meets our requirements with relevant clearances.

As Barwon Water is not a formal referral authority for this project; it is requested the following information be provided as a note on the Planning Permit for the information of the applicant:

### General

1. As BW has strategic assets located within or adjacent to the Land, prior to the Commencement of Works, the Developer must submit an Activities Method Statement (AMS) for approval that outlines the process for any or all of the following:

- the connection to the strategic BW Asset;
- any excavation crossing or within three (3) metres of a strategic BW Asset;
- vehicle and machinery traversing the site over or within three (3) metres of a strategic BW Asset.

The submission of an AMS does not constitute BW's approval.

2. The owner shall create easements for Pipelines or Ancillary Purposes in Favour of Barwon Region Water Corporation over all existing and proposed sewer mains located within the subdivision.

3. The proposed development must conform with Barwon Water's Asset Protection policy and any "build over" approval issued. Structures are generally to be no closer than 1.0m to a Barwon Water pipeline. If you propose to construct a structure closer, then consent from Barwon Water is required. This application form can be downloaded via [www.barwonwater.vic.gov.au](http://www.barwonwater.vic.gov.au) – Properties and development -> Property connections. Where the applicant is required to seek approval from Barwon Water works must not commence until written approval has been issued and all fees paid. The lodgement of an application does not constitute approval of this development.



4. The developer is to apply to Barwon Water for details relating to servicing requirements and costing for the provision of a potable water supply and where applicable, recycled water and/ or sewerage services to the proposal. It would be appreciated if all communication between the developer/agent and Barwon Water quote Barwon Water reference number L021149.

## Potable Water

1. The provision and installation of a potable water supply to the development.
2. An additional potable water connection(s) is to be provided to service the proposed development. A dimensioned plan showing location of all new connections relative to the allotment boundaries is to be submitted, where a meter is not being fitted. Note that tapplings and service lines are not to be located under existing or proposed driveways. IMPORTANT NOTE – where the existing potable water main is a cracked asbestos water pipe, Barwon Water will undertake the tapping of this pipeline, including excavation and spoil removal. Barwon Water requires your plumber to provide 5 clear working days notice for this work. Under no circumstances shall anyone excavate within the vicinity of this pipeline.
3. Assessment of this application has shown a potential backflow hazard exists. In line with current regulations the owner is required to employ a suitably qualified person to install an appropriate containment device located at the potable and recycled water meter, at or near the property boundary for the prevention of backflow.
4. The owner is required to submit a signed backflow application/agreement. Consent to connect will only be granted once relevant backflow documentation is completed and received by the owner. The payment of a Backflow application assessment fee is required and payable upon application.
5. Individual potable water supply meters are required for each lot or building as part of water connection works.
6. Barwon Water's records indicate that an existing potable water service and meter is located on this property. A dimensioned plan showing the location of existing meters, and the location of the meter relative to the existing boundaries, and its number, is to be submitted. Private potable water service pipes are not permitted to cross allotment boundaries and must be plugged and abandoned at the boundaries of such allotments.
7. The payment of a standardised New Customer Contribution is required for any new connection or any upsize to an existing connection. The number of standardised charges applied will be determined on the basis of an equivalent lot calculation and is based on potable domestic water meter size or water service size (where a meter is not being fitted). An equivalent lot is a measure of the additional demand a connection will place on the infrastructure in terms of the water consumption and sewage discharge for an average connection utilising a 20mm tapping and/ or meter. If there is more than one meter within a single meter assembly, the size of the largest meter (excluding the fire service meter) will determine the number of equivalent connections. If there is a combined fire and domestic meter assembly proposed (incorporating a low flow meter), whereby the meter size is largely dictated by the fire service requirements, the developer is required to submit to Barwon Water the proposed peak flow (probable simultaneous demand) associated with the domestic supply in accord with AS/NZS 3500. Barwon Water will then assess the equivalent number of connections.

## Sewer

1. The provision and installation of a sewerage service to the development.
2. Reticulated sewer mains are required. This work must be undertaken by a Barwon Water accredited

Consultant and accredited Contractor following the "Developer Works" process.

3. The provision of a new sewer connection(s) point is required. The sewer connection point is to be constructed by a Barwon Water Accredited Contractor. Where an Owners Corporation is not applicable, a separate sewer connection point is required for each allotment.
4. Assessment of your application indicates this development may require a modification to an existing Trade waste agreement or a new Trade waste agreement to be entered into. Please contact Barwon Water's Trade Waste team on Ph.: 1300 656 007 during normal business hours to arrange.
5. New or re-aligned internal private sewer drains are required. Upon completion of this work a sewer drainage plan is to be submitted to Barwon Water by a licensed plumber that complies with Victorian Building Authority requirements. Note that if any common drain or drain from another allotment crosses under a proposed dwelling, a "modification to consent" is to be obtained from the Victorian Building Authority and presented to Barwon Water with the required drainage plan. Where an Owners Corporation is not applicable, individual allotment house connection drains are to be provided for and extend into each allotment.
6. Any existing sewer house connection point that is to be utilised for additional connections or altered to serve the development is to be CCTV inspected by a licensed plumber and the 'CCTV Inspection Form' with the video footage (standard digital format i.e. MP4, AVI) submitted to Barwon Water for their records. The submitted form requires verification from the licensed plumber that the connection point is deemed satisfactory for use. If connection point is no longer required, it is to be decommissioned in accordance with Barwon Water's "Property connection decommissioning process". Details of this process are available on Barwon Water's website under the Properties and Development -> Property Connections section. Also, any existing house connection drain that traverses through the proposed allotments shall be relocated so not to inhibit future development. If the existing sewer house connection point is deemed satisfactory for use by Barwon Water and where branching after the connection point is permitted to service an additional allotment then this work can also be undertaken by a licensed plumber. If the sewer connection point being replaced is greater than 4.0 metres deep, a new sewer manhole is to be constructed with the new property connection point connected to this structure.
7. The payment of a standardised New Customer Contribution is required for any new sewer connection. This will be calculated based on the potable domestic water meter size or water service size.
8. An existing Barwon Water sewerage asset is to be abandoned as part of development works. Further details will be provided in the relevant servicing requirements and costing.

Yours sincerely,

Manager Enterprise Project Delivery

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