

# Section 72 Amendment Officer Report

PA2403035-1 – 158-162 High Street  
Belmont



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Department  
of Transport  
and Planning

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# Executive Summary



Key Information	Details								
Permit No:	PA2403035								
Proposed Amended Permit No:	PA2403035-1								
Permit Allows:	Buildings and Works associated with the construction of a Supermarket and Bottle Shop and Display of Signage (including illuminated signage) and reduction in car parking								
Land Address:	158-162 High Street, BELMONT								
Permit Issue Date	14 October 2024								
Amendment Received:	3 December 2025								
No Statutory Days	Greater than 60 days								
Applicant:	Coles Group Property Developments Ltd c/- Tract								
Planning Scheme:	Greater Geelong								
s72 Proposal Summary:	<p>The proposal seeks permission to amend planning permit PA2403035 pursuant to s72 of the Planning and Environment Act 1987 to amend the following conditions:</p> <ul style="list-style-type: none"><li>• Condition 7 – Section 173 agreement</li><li>• Condition 9 – Public Realm Plan</li><li>• Condition 11 – Loading Management Plan</li></ul>								
Development Value:	<b>Approved value:</b> \$ 31,000,000 <b>Amended value:</b> \$ 27,500,000								
Why is the Minister responsible?	<p>In accordance with the schedule to Clause 72.01 of the Planning Scheme, the Minister for Planning is the responsible Authority for this application because for the use or development of land for which Clause 53.22 applies</p> <p>Section 72 of the <i>Planning and Environment Act 1987</i> provides:</p> <p><b>S. 72 Application for amendment of a permit</b></p> <p><i>(1) A person who is entitled to use or develop land in accordance with a permit may apply to the responsible authority for an amendment to the permit.</i></p>								
Planning Controls:	<table><thead><tr><th>Clause</th><th>Control</th></tr></thead><tbody><tr><td>Zone:</td><td>Clause 34.01 Commercial 1 Zone</td></tr><tr><td>Overlays:</td><td>N/A</td></tr><tr><td>Particular Provisions:</td><td>Clause 52.05 Signs Clause 52.06 Car Parking</td></tr></tbody></table>	Clause	Control	Zone:	Clause 34.01 Commercial 1 Zone	Overlays:	N/A	Particular Provisions:	Clause 52.05 Signs Clause 52.06 Car Parking
Clause	Control								
Zone:	Clause 34.01 Commercial 1 Zone								
Overlays:	N/A								
Particular Provisions:	Clause 52.05 Signs Clause 52.06 Car Parking								
Background Information:	<p>A planning permit was issued on the 14 October 2024 for <i>'Buildings and Works associated with the construction of a Supermarket and Bottle Shop and Display of Signage (including illuminated signage) and reduction in car parking'</i>.</p> <p>Since date of permit issue, no amendments to permit or amended endorsed plans have been processed.</p>								
Other background information	N/A								
Referral Authorities:	Geelong City Council – s52(1)(b)								
Public Notice:	The application was not required to be advertised pursuant to s52(1)(a),(c),(d)								



**Delegates List:** Not required.

**Recommendation:** The amendments to the permit are recommended for approval.

# Background



1. The key milestones in the application process were as follows:

Milestone	Date
<b>Application lodgement</b>	3 December 2025
<b>s50 Amendment Received</b>	17 February 2026
<b>Other Assessment Documents</b>	Cover letter style planning submission prepared by tract consultants, dated 26 November 2025 Email submission prepared by tract consultants, dated 16 April 2026



2. The nature of proposed changes relate to changes to the wording of the following conditions:

- Condition 7 – Section 173 agreement
- Condition 9 – Public Realm Plan
- Condition 11 – Loading Management Plan

Condition	Summary of amendment	Proposed amended wording (Deletions in red and additions in green)
7. Section 173 Agreement	Change operation to prior to occupation in lieu of commencement of development.	Prior to the <del>commencement of the development</del> <b>occupation of the development</b> , the applicant must enter into an agreement under Section 173 of the Planning and Environment Act 1987 with the City of Greater Geelong. The agreement must be in a form to the satisfaction of the City of Greater Geelong, and the applicant must be responsible for the expense of the preparation and registration of the agreement, including the City of Greater Geelong's reasonable costs and expense (including legal expenses) incidental to the preparation and registration of the agreement. The agreement must contain covenants to be registered on the Title of the property so as to run with the land, and must provide for the following: [...]
9. Public realm plan	Retain the existing operation of conditions to 'prior to commencement of works', with the inclusion of 'early works' description into Condition 9 only to allow construction of basement level ahead of the Public Realm Plan.  Amend the responsible authority wording to Department of Transport and Planning in consultation with the City of Greater Geelong.	Prior to the commencement of works ( <del>excluding demolition, basement retention system, excavation, inground services and structure, basement level slab on ground works and vertical structure between ground and basement including columns, lift shafts &amp; stair cores</del> ), a Public Realm Plan prepared by a suitably qualified or experienced person must be submitted and approved by and to the satisfaction of the <b>Responsible Authority (in consultation with the City of Greater Geelong)</b> . The plan must adhere to relevant City requirements and must include a scope of work that encompasses all changes to High Street and Church St, as well as proposed changes to Council carpark south-west of the development. The plan must include: [...]
11. Loading management plan	Retain the existing operation of conditions to 'prior to commencement of works'.  Amend the responsible authority wording to Department of Transport and Planning in consultation with the City of Greater Geelong.	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 <b>by the Responsible Authority (in consultation with the City of Greater Geelong)</b> . The LMP must specify how the ingress/egress of loading and waste vehicles is to be managed and ensure that: [...]



## Site Surrounds

3. The surrounding development context is predominantly commercial forming part of the High Street activity centre with a transition to established residential to the north and west. Further residential is located east of the commercial zoning along High Street.
4. Development surrounding the site can be described as follows:
  - To the **north-east** of the site is 25-27 Regent Street, Belmont, which operates as the Geelong Masonic Centre. 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. Land further to the north in Regent Street is contained in GRZ4 and contains low-rise dwellings.
  - To the **south** of the site: The southern interface is to commercial tenancies in the 'Centreway' Shopping Centre.
  - To the **east and west** of the site: Various food and drink and retail premises.

## Site Description

5. The site is located 158-162 High Street, Belmont and is within the 'High Street, Belmont' Sub-regional Activity Centre.
6. The existing site comprises a Coles Supermarket which includes a Liquor Land Bottle Shop. At-grade carparking is located at each interface surrounding the building.
7. The lot is in a 'T configuration' and has frontages to High Street to the south-east and Church Street to the north-east. The overall site area is approximately 7,345sqm.
8. Existing access arrangements on site comprise of two crossovers from High-Street, one-way access from Discovery Lane, three crossovers from Church Street and two-way access from Belmont Walk.
9. The site is formally described as comprising the following land parcels:
  - Land in Plan of Consolidation 364115P
10. The site is affected by an easement (E-1) where the land interfaces with Discovery Lane. The easement is for the purpose of drainage and is benefitted/in favour of City of Greater Geelong.



Figure 1: Aerial of subject site and surrounds



## Referrals

11. The application was referred to the following groups:

Provision / Clause	Organisation	Date Response Received
S52(1)(b)	Geelong City Council	3 March 2026

## Council Comments

Council Recommendation	Assessment Response
<p><b><u>Condition 7 (s173 agreement)</u></b></p> <p>Firstly, the City agrees that Condition 7 (S173 Agreement) does not need to be implemented during construction. Therefore, The City has no objection to change the operation of this condition from 'prior to commencement' to 'prior to occupation' of the development.</p>	<p>Council consent noted.</p>
<p><b><u>Condition 9 (Public Realm Plan)</u></b></p> <p>The City objects to this condition being amended to allow for the commencement of early works ahead of the Public Realm Plan being approved. This is based on the consideration that:</p> <ul style="list-style-type: none"> <li>The current condition requires this plan to be prepared prior to the commencement of any works on site. This condition provides a more appropriate 'holding point' to ensure that this plan will be submitted and approved to the City's satisfaction.</li> </ul> <p>If approval of this plan is delayed, it will be harder to stop construction and enforce this condition. In other words, the development may have progressed too far on site, making it too late to influence the delivery of this condition. This may directly impact how the development appropriately interfaces with Council assets.</p> <p>Furthermore, the City's objects to this condition being amended to allow for the Public Realm Plan to be submitted to and approved by the Department of Transport and Planning in consultation with the Greater City of Geelong.</p> <p>While the Minister is formally the Responsible Authority for the planning permit, the City is the technical matter</p>	<p>Council objection noted.</p> <p>It is understood that Council is concerned that if works commence prior to the approval of a Public Realm Plan, the development 'may have progressed too far on site' for the public realm plan design to be influenced.</p> <p>The intention of the amended condition remains for the Public Realm Plan to be submitted and approved prior to the commencement of development only above ground, with the inclusion of permitting 'early works', driven by the time-sensitive nature of construction sequencing.</p> <p>The specific 'early works' wording has been prepared in consultation with the Project Builder to ensure this aligns with construction sequencing. It includes demolition, basement retention system, excavation, inground services and structure, basement level slab, on ground works and vertical structure between ground and basement including columns, lift shafts and stair cores. This wording combines all necessary works below ground level that can reasonably occur without commencing the ground level slab, which is where public realm works will occur.</p> <p>It is considered that this change will ensure the development has not progressed too far beyond the surface level and will avoid an outcome which prejudices approval of the design of public realm works located at ground level.</p>



<p>expert on streetscapes and public realm design and will ultimately take ownership and maintain the streetscape assets.</p> <p>The City therefore recommends that the Public Realm Plan be submitted to the City of Greater Geelong for approval (to its satisfaction) acting as the technical approval authority on behalf of the Responsible Authority.</p> <p>The benefits of this approach:</p> <ul style="list-style-type: none"><li>• Ensure technical accuracy and compliance with local design standards, operational requirements, and public realm strategies.</li><li>• Alignment with the future handover and ongoing management of streetscape assets.</li><li>• Mitigate the risk of the Responsible Authority formally approving a plan that does not meet City standards, which could result in noncompliant or unsuitable assets.</li></ul>	<p>The change to Condition 9 will continue to allow sufficient time to consider these public realm works before any construction can commence at ground level.</p>
<p><b><u>Condition 11 (Loading and access management)</u></b></p> <p>For similar reasons as outlined above, the City also objects to this condition being amended to allow for the Loading and Access Management Plan to be submitted to and approved by the Department of Transport and Planning in consultation with the Greater City of Geelong. While the Minister is formally the Responsible Authority for the planning permit, again the City is the technical matter expert on determining whether the plan would provide sufficient information to address the more technical requirement elements outlined in this condition that, for example, require:</p> <ul style="list-style-type: none"><li>• 11a) - noise mitigation measures be identified and introduced for nighttime deliveries to protect residential amenity.</li><li>• 11g) - loading and unloading to operate in accordance with the acoustic report referenced in this permit, and any changes outlined in condition 19 and 20.</li><li>• 11 h) - the make and model (including product number) of the mechanical turntable to be used for loading and unloading be provided to demonstrate compliance.</li><li>• 11n) - the applicant demonstrates that any vehicle on the mechanical turn table while in</li></ul>	<p>Council objection noted.</p> <p>Given the significance of the project and its DFP status, it is imperative that DTP are involved in the approval/endorsement of these plans/documents.</p> <p>The amendment to these conditions ensures that Council are included in the approval/endorsement process to provide input as a technical matter experts, but with the oversight from DTP.</p>



<p>operation will not be overhanging across the Church Street footpath The City therefore recommends that the Loading and Access Management Plan be submitted to the City for approval to its satisfaction, acting as the technical approval authority on behalf of the Responsible Authority.</p> <p>The benefits of this approach:</p> <ul style="list-style-type: none"> <li>• Ensures technical accuracy and compliance with local design standards, operational requirements.</li> <li>• Alignment with the future handover and ongoing management of the loading and unloading management plan.</li> <li>• Mitigate the risk of the Responsible Authority formally approving a plan that does not meet City standards, which could result in noncompliant or unsuitable assets.</li> </ul>	
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## Notice

12. The application is not exempt from the notice requirements of section 52(1)(a), (b) and (d),) of the *Planning and Environment Act 1987* pursuant to the following provisions:
- Clause 34.01-7. The land is within 30 metres of land in a Residential Zone (adjoining lot the north is contained in the General Residential Zone – Schedule 4).

Provision	Organisation	Response Received (date)
<b>Section 52(1)(a)</b>	Notice to owners and occupiers of land in the immediate surrounds	Notice not required – see below
<b>Section 52(1)(b)</b>	City of Greater Geelong	
<b>Section 52(1)(c)</b>	N/A	Not required
<b>Section 51(1)(d)</b>	N/A	Not required

13. The application did not undertake public notice to adjoining owners and occupiers as it is considered the proposed amendment will not cause any material detriment to such interests on the basis of the following:
- The proposed amendment relates solely to minor changes to permit condition wording and timing, and does not alter the approved use, development footprint, built form, or operational outcomes.
  - The amendments do not introduce any new or increased impacts on adjoining land, including amenity, traffic, access arrangements, or public realm outcomes beyond those already assessed and approved.
  - As the changes are administrative and procedural in nature, the amendment is not considered to cause material detriment to any person.



## Planning Policy

14. None of the applicable policies under the Planning Policy Framework or statutory planning controls within the scheme have changed since the decision on the application and given the nature of the amendments these policies do not need to be re-examined.

## Statutory Planning Controls

15. The zoning and overlay controls remain the same since the decision for the application was made.
16. The proposed amended conditions are relatively minor and will not compromise the objectives of the zone / overlays and the permitted development.
17. An assessment of the proposed minor changes to conditions is provided below.

## Amended Permit Conditions

18. The proposed changes to the permit conditions are assessed as follows:

### Condition 7 (s173 agreement) - changes

#### Current permit condition

*Prior to the commencement of the development, the applicant must enter into an agreement under Section 173 of the Planning and Environment Act 1987 with the City of Greater Geelong. The agreement must be in a form to the satisfaction of the City of Greater Geelong, and the applicant must be responsible for the expense of the preparation and registration of the agreement, including the City of Greater Geelong's reasonable costs and expense (including legal expenses) incidental to the preparation and registration of the agreement. The agreement must contain covenants to be registered on the Title of the property so as to run with the land, and must provide for the following:*

- a) *The Owner must incorporate into its development and maintain a throughway over the land from the south-western end of Discovery Lane to High Street, Belmont Square and Belmont Walk for the use of loading and waste collection vehicles attending the rear of:*
- i. *156 High Street, Belmont*
  - ii. *13 Discovery Lane, Belmont*
  - iii. *152 High Street, Belmont*  
*148 High Street, Belmont*
  - iv. *142 High Street, Belmont*
  - v. *140 High Street, Belmont and*
  - vi. *138 High Street, Belmont.*
- b) *The vehicle access over the land must provide for vehicles of a size up to and including Council waste collection vehicles and tenant loading vehicles up to Class 5 as per Austroads Vehicle Classifications (8.8-metre-long medium rigid vehicle, as defined within AS2890.2:2018).*
- c) *The owner may from time to time temporarily close the throughway at its discretion for no longer than 3 hours at a time. Such discretionary temporary closures may only occur after written notice is provided to the properties listed above no less than 1 day prior to the proposed closure and such closures must not be scheduled when they may interfere with Council waste collection.*
- d) *In cases of emergency, the vehicle access over the land may be temporarily closed with no notice and for as long as is required to respond to or manage the emergency.*

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

#### Proposed amended condition

Prior to the commencement of the development occupation of the development, the applicant must enter into an agreement under Section 173 of the Planning and Environment Act 1987 with the City of Greater Geelong. The agreement must be in a form to the satisfaction of the City of Greater Geelong, and the applicant must be responsible for the expense of the preparation and registration of the agreement, including the City of Greater Geelong's reasonable costs and expense (including

legal expenses) incidental to the preparation and registration of the agreement. The agreement must contain covenants to be registered on the Title of the property so as to run with the land, and must provide for the following:

[...]

#### Assessment

The proposed change to condition is considered to be acceptable on the basis of the following:

- The proposed amendment is procedural in nature and does not alter the substance, intent, or enforceability of the Section 173 Agreement.
- The obligations secured by the Section 173 Agreement relate to ongoing access and operational arrangements, rather than construction-phase activities.
- Requiring the Agreement to be entered into prior to occupation ensures all obligations are secured before the development becomes operational, maintaining the intended planning outcomes are still achieved.
- The amendment avoids unnecessary administrative delay to construction commencement where the Agreement does not affect early works.
- The City of Greater Geelong, as a party to the Agreement and referral authority, does not object to the revised timing requirement.
- The amended condition remains consistent with the objectives of the Planning and Environment Act 1987 and does not result in any material detriment to third parties.

#### Condition 9 (public realm plan) - changes

#### Current permit condition

*Prior to the commencement of works, a 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 all changes to High Street and Church St, as well as proposed changes to Council carpark south-west of the development. The plan must include:*

- Any proposed new council assets*
- Redundant vehicle crossing removal and footpath reinstatement*
- 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*
- Road works including changes to parking, including parking signs, and line marking*
- All proposed vehicle crossings*
- Any proposed lighting*
- Planting layout including existing trees to be retained/ removed and proposed vegetation*
- The extension of garden bed '21', as shown on drawing 321-0877-01-L-01-DR01 to the edge of existing car parking bay*
- Provision of a barrier kerb along the front of the row of car parking spaces within the council car park and a kerb outstand in the southern most car space. The landscaping must be provided between the barrier kerb and the wall of the building (garden bed 21 as referenced in the landscaping plan).*
- All trees to be planted in garden bed 21 must be in line with the edge of each car parking space.*
- The existing trees within the row of carparking spaces to be removed and be reinstated with asphalt and the line marking to be adjusted.*
- The north-east facing lantern on the street light pole within the Council carpark must be removed at the applicant's expense*
- Planting schedule for trees, shrubs, and ground covers, including botanical names, common names, pot sizes, sizes at maturity, and quantities of each plant*



q) Any stormwater management measures, including permeable paving, rain gardens, or other sustainable drainage elements

r) 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.

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

<b>Proposed amended condition</b>	Prior to the commencement of works (excluding demolition, basement retention system, excavation, inground services and structure, basement level slab on ground works and vertical structure between ground and basement including columns, lift shafts & stair cores), a Public Realm Plan prepared by a suitably qualified or experienced person must be submitted and approved by and to the satisfaction of the Responsible Authority (in consultation with the City of Greater Geelong). The plan must adhere to relevant City requirements and must include a scope of work that encompasses all changes to High Street and Church St, as well as proposed changes to Council carpark south-west of the development. The plan must include: [...]
<b>Assessment</b>	The proposed change to condition is considered to be acceptable on the basis of the following: <ul style="list-style-type: none"> <li>• The amended condition maintains a clear holding point prior to commencement of works at ground level, where public realm interfaces and Council assets are directly affected.</li> <li>• The scope of permitted “early works” is limited to demolition and below-ground construction, which do not prejudice the design, layout, or implementation of public realm outcomes.</li> <li>• Ground-level works, where public realm integration is realised, cannot commence until the Public Realm Plan is approved, ensuring design outcomes remain fully reviewable.</li> <li>• The defined early works exclusions have been developed to align with standard construction sequencing and avoid delays that are unrelated to public realm delivery.</li> <li>• Amending the approval framework to DTP in consultation with the City reflects the Minister’s role as Responsible Authority while ensuring Council input as future asset manager.</li> <li>• The amended condition retains Council requirements, standards, and satisfaction thresholds and does not diminish Council’s influence over public realm outcomes.</li> <li>• The change does not compromise pedestrian safety, streetscape quality, or the integration of Council infrastructure.</li> </ul>

**Condition 11 (Loading and Access Management) - changes**

<b>Current permit condition</b>	<p>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 and waste vehicles is to be managed and ensure that:</p> <p>a) Noise mitigation measures are introduced for night-time deliveries (between 10pm and 7am) which could include:</p> <ol style="list-style-type: none"> <li>Truck vehicles are switching off engines and motors during delivery process</li> <li>Unloading of trucks is by hand or hand trolley only</li> </ol> <p>b) All deliveries to the site and truck movements offsite must only occur between the following hours:</p> <ol style="list-style-type: none"> <li>7:00am to 10:00pm - Monday to Saturday</li> <li>9:00am to 10.00pm – Sundays and public holidays</li> </ol>
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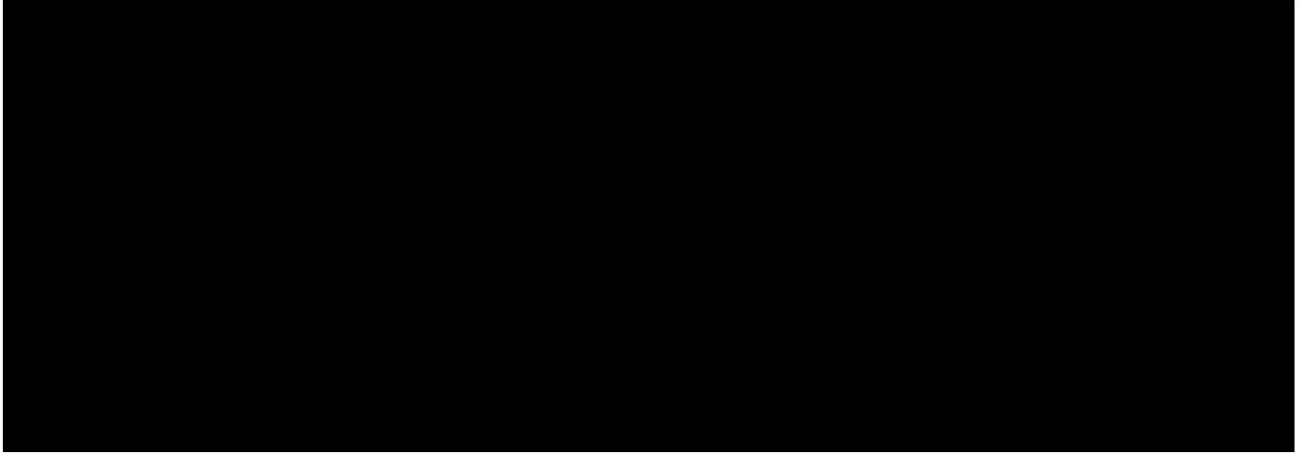
- iii. *Small deliveries including delivery vans and trucks no greater than 8.8 m in length can occur at any time.*
- c) *Trolleys are being fitted with soft rubber wheels to limit noise emissions*
- d) *Smooth surfaces are implemented in storage/delivery receival areas to minimise noise emissions when trolleys are travelling throughout.*
- e) *Signage instructing delivery drivers to operate vehicles in a reasonable manner and minimise noise and noise impacts on residential properties as much as possible.*
- f) *Loading and unloading and waste collection must only be undertaken in the designated loading bay when the loading door is closed.*
- g) *Loading and unloading operates in accordance with the recommendations contained in the acoustic report Acoustic Report Reference R01 22147 by Clarity Acoustics dated 8 May 2023 and any changes required under conditions 19 and 20 of this permit.*
- h) *Delivery and waste collection vehicles must only enter and exit via Church Street in a forward direction. The make and model (including product number) of the mechanical turntable to be used for loading and unloading must be provided to demonstrate compliance.*
- i) *The mechanical turntable must be routinely serviced and maintained so that any adverse effect on adjoining properties by noise is prevented.*
- j) *The mechanical turntable must be permanently available for loading and unloading in accordance with its purpose, to the satisfaction of the Responsible Authority*
- k) *The mechanical turntable must be routinely serviced and must be maintained to the satisfaction of the Responsible Authority to ensure satisfactory access to all loading and unloading facilities and to prevent any adverse effect on adjoining land by the emission of noise.*
- l) *The loading bay area must remain available for this purpose at all times to the satisfaction of the Responsible Authority.*
- m) *Delivery and waste collection vehicles must not exceed 19 metres in length.*
- n) *Demonstrate that any vehicle on the mechanical turn table while in operation will not be overhanging across the Church Street footpath.*
- o) *A notation that the loading dock garage door motor/s will be fitted with a soft stop/start controller to minimise noise.*
- p) *A notation that the loading dock garage door will be set to stop approximately 5mm from the slab/ground to ensure the base of the door does not contact the concrete surface.*

<b>Proposed amended condition</b>	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 <a href="#">by the Responsible Authority (in consultation with the City of Greater Geelong)</a> . The LMP must specify how the ingress/egress of loading and waste vehicles is to be managed and ensure that: [...]
<b>Assessment</b>	The proposed change to condition is considered to be acceptable on the basis of the following: <ul style="list-style-type: none"><li>• The amendment reflects the Minister’s statutory role as Responsible Authority while ensuring the City of Greater Geelong continues to provide technical and operational oversight.</li><li>• The condition continues to require detailed mitigation measures addressing noise, amenity, vehicle movements, and acoustic compliance.</li><li>• Council’s expertise in assessing loading operations, acoustic impacts, and local traffic conditions is preserved through formal consultation.</li><li>• DTP oversight ensures consistency with the project’s DFP’s status and broader State interests.</li><li>• The amendment does not alter the content requirements, performance standards, or enforcement mechanisms of the Loading Management Plan.</li><li>• Residential amenity protections, including delivery hours, noise controls, and turntable operation requirements, remain unchanged.</li></ul>

# Recommendation



1. The proposed amendments are generally supported by the various formal and informal referral agencies.
2. It is recommended that amended Planning Permit No. PA2403035-1 for '*Buildings and Works associated with the construction of a Supermarket and Bottle Shop and Display of Signage (including illuminated signage) and reduction in car parking*' be issued subject to amended conditions 7, 9 and 11.
3. It is recommended that the applicant be notified of the above in writing.



Reviewed / Approved by:

