
PLANNING PERMIT APPLICATION PLP212/18 FOR THE USE AND DEVELOPMENT OF THE LAND FOR TRADE SUPPLIES AND RESTRICTED RETAIL PREMISES, ALTERATION OF ACCESS TO A ROAD ZONE - CATEGORY 1, REDUCTION OF BICYCLE PARKING REQUIREMENTS AND DISPLAY OF SIGNAGE AT 63 ANZAC AVENUE SEYMOUR (CONT.)

Bunnings logo on it fronting Anzac Avenue and mesh fencing. Clauses 15.01-1S, 15.01-2S and 21.06-1 of the Planning Policy Framework seek to ensure that the quality of development contributes to the character of the surrounding area and provides a high level of amenity and attractiveness.

The proposed wall/fencing treatment to the garden supplies area is considered to be an appropriate response to ensure visual interest and articulation to the front of the warehouse. Given the semi-permeable nature of the wall treatment, passive surveillance will also be achievable. To further increase amenity outcomes, and in respect of the varying setbacks on neighbouring properties, conditions will include a requirement for a setback of built form of least one metre from Anzac Avenue to include a suitable landscaping treatment. Given that the built form on the corner is in a prominent location, it is also considered appropriate to require amended plans to show an appropriate corner treatment of the structure.

In addition, it is noted that along the Victoria Street frontage there is an approximate two and a half metre setback of built form, conditions in any permit issued will require a suitable landscape treatment to these setbacks as well as more appropriate treatment of fencing along this frontage. Increased setbacks to Anzac Avenue and landscaping within the setbacks along Anzac Avenue and Victoria Street will assist in creating a cohesive streetscape character by adopting the style of the adjacent Field and Game building to influence the form of the wall treatment to the front of the site.

The residential interface to the west, north and south requires the installation of noise attenuated fencing to ensure that the loading bay does not detrimentally impact on the amenity of adjoining landowners. This noise attenuated fencing has been identified on the site plan and is considered appropriate. The cyclone mesh fencing section to the north of the loading bay is not considered to blend with the other fencing styles proposed as part of the application. Therefore, amended plans showing this fencing section to be of a similar style to the either the loading bay fencing or the garden supplies wall treatment should be required.

Overall, the built form of the Bunnings warehouse is considered to be an appropriate outcome given the context of the proposed use of the land for a restricted retail premises and trade supplies. Given the access restrictions to Anzac Avenue for truck movements, locating the delivery area fronting Victoria Street is the logical solution, with the noise attenuated fence considered to be sufficient visual and audible screening. The provision of a two-storey section for the offices will provide articulation to the roof form, with the overall building height considered appropriate within the context of the surrounding area (maximum of 8.323m for the offices and 6.271m for the rest of the roof structure).

The location of the car parking area is considered to be appropriate to ensure safe and efficient vehicle movements to and from the site. In order to increase amenity outcomes for the site, it is considered appropriate to require the provision of canopy trees within the parking area. This requirement would consist of at least one canopy tree per four car parking spaces within tree diamonds to ensure that the number of car parking spaces is not reduced, and that adequate shaping of the hardstand area is provided. To further increase amenity outcomes in terms of landscaping, it is also considered appropriate to require the provision of street trees of an appropriate species to avoid

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impacting the overhead powerlines along the nature strips of Anzac Avenue and Victoria Street.

Heritage considerations

The subject site is not affected by a Heritage Overlay, although submissions to the application raised the social significance of the site. The site was previously a major employer for the township, particularly for women, as a knitting mill. The character of the existing warehouse is an example of mid-century industrial development and is an interesting built form within the surviving industrial development found in the Seymour township. The site has experienced a number of different land uses post knitting mill, including as a car dealership, market and depot.

Heritage advice of the Ansett's Knitting Mill has been provided by the permit applicant from Bryce Raworth (see attachment 3), which provided information that the building was constructed in 1945 for the purpose of wool and textile production post war.

The history of the site holds a special place within the Seymour township, including local historical and architectural significance. The heritage advice provided that if a heritage overlay applied, it would not necessarily prevent redevelopment, however any such proposal would be required to demonstrate a net community benefit. Further, the advice also included that archival photographic recording of the building should be a standard requirement prior to demolition and an interpretive display in a publicly accessible area of the proposed development (which would include historical photographs and images of the factory, particularly the 'Seymour Textile Industries' sign) would allow for the history of the site to be recognised and appreciated. The permit applicant has indicated that they are willing to provide this interpretation within the new development. A condition is recommended that requires details of the heritage interpretation to be provided.

A structural assessment was also provided for Ansett's Knitting Mill and other buildings on the subject site. Details included that the lack of maintenance of the structures over the history of the site has resulted in a series of non-compliances with current standards and a likelihood of localized failure to the cladding and ceiling linings as a result of water leaks from cracks and openings within the walls and roof. The report stated that the buildings were not unstable, although were in very poor condition and the cost of repairing the factory to a compliant standard would be far in excess of the cost of a new development. On balance and in addition to the above comments regarding the inclusion of a heritage interpretation within the proposed development, it is considered that the demolition of the existing structures on the site and their replacement with a modern warehouse will not detrimentally impact on the site and surrounds.

Signage

The proposed signage is considered to be of an appropriate scale and design to the purpose of the proposed use and development. The signage to the facades of the proposed warehouse are considered appropriate given as they are for business identification and will assist in visually breaking up the single coloured walls. Further, the external illumination of all signage will be appropriately conditioned to ensure that

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the light spread is baffled to prevent spilling onto adjacent properties. This will ensure that residential properties are not adversely impacted by the proposed signage at night.

Operating and delivery hours

As the permit applicant did not provide proposed opening hours, it is considered appropriate to look at other Bunnings stores within regional townships in similar contexts. The Bendigo store is located in areas that are on the edge of residential neighbourhoods and industrial areas. This store has the following opening hours:

- Monday-Friday: 7:00am to 9:00pm
- Saturday and Sunday: 7:00am to 7:00pm.

It is also considered appropriate to restrict delivery and waste collection hours to between 7am and 4pm on Monday to Friday to prevent adverse amenity impacts to the dwellings along Victoria and Wimble Streets. Deliveries are not to occur on the weekends to ensure an appropriate amenity outcome for surrounding residential properties, particularly given that peak customer traffic occurs on Saturdays. To further protect amenity outcomes, it is also considered appropriate to restrict deliveries on public holidays and include a condition requirement that store operations on Anzac Day must not impact on the Anzac Day memorial parade which occurs adjacent to the subject site along Anzac Avenue. Conditions outlining the above opening hour and delivery requirements are recommended to be included within any issued permit.

Access

The application proposes to follow the majority of the designated truck route through Seymour, although the delivery route is proposed to deviate at the Wimble Street and Oak Street intersection to travel down Victoria Street. Access to the site will be obtained via three crossovers to Victoria Street (one for customer access to the parking area, and two for left in-left out access to the delivery area) and one crossover to Anzac Avenue (also left in-left out).

The application was also referred to Council's Engineering Services Unit who required upgrades to the intersection of Victoria Street and Wimble Street to facilitate truck movements and the upgrade of the asphalt of Victoria Street (for the length of the western property boundary). These upgrades will ensure that the increased heavy vehicle movements in these locations will not detrimentally impact on the road quality of Victoria Street.

The application was referred to VicRoads in relation to the alteration of access to Anzac Avenue, who had no objection the proposal subject to conditions regarding left in-left out only movements to the arterial road and detailed design plans for the intersection of Anzac Avenue and Oak Street. VicRoads are seeking to ensure that truck movements coming from the subject site back onto Oak Street from Anzac Avenue are able to manoeuvre within the existing confines of the intersection without crossing into the opposite lane of Oak Street. VicRoads will be able to use this information to determine whether any infrastructure upgrades to the intersection are required, such as concrete islands to prevent vehicles crossing into the opposite lane.

Concerns were also raised regarding the safety of pedestrians and cyclists, particularly in relation to the Seymour Pre-School (19 Victoria Street, Seymour) which is located

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approximately 120m to the north of the subject site. The applicant provided a response from O'Brien Traffic that stated that delivery truck movements would not peak during the operating hours of the pre-school (between 9am to 3pm) and not impose any additional risk to pedestrian safety. There is currently no existing pedestrian crossing for the pre-school along Victoria Street as the footpath along Victoria Street is located on the western side of the street. Given that the pedestrian connections are found along the western side of Victoria Street, it is considered inappropriate to require the installation of a pedestrian crossing from the eastern side of Victoria Street given the lack of pedestrian connectivity from that potential crossing point.

Drainage concerns

Concerns regarding the capacity of the surrounding stormwater system were raised during the public notification period. These concerns regarded the capacity of the existing stormwater system within Victoria Street, which has a history of being inundated at times of peak rainfall (which also affects Oak Street). In order to ensure that the proposed buildings and works do not increase stormwater issues within the site and surrounds, Engineering conditions ensuring that stormwater levels are at pre-development levels should be included as part of any issued permit. These conditions include the provision of on-site retention systems to prevent stormwater discharge onto adjoining streets and properties.

Economic development

The proposed use of the land for a restricted retail premises and trade supplies are permissible under the Industrial 1 Zone, subject to Council approval. The Seymour Structure Plan identifies that the site is to be rezoned to Commercial 2 Zone, which also allows for the use of the land for a restricted retail premises and trade supplies subject to the planning permit process. State and local planning policy, as identified at Clauses 11.03-1S, 17.01-1S, 17.02-1S and 21.08-1, seek to facilitate new development and employment opportunities whilst also meeting the community's needs for retail and commercial services.

The proposal seeks to provide employment opportunities, with the economic assessment provided with the application indicating that 11 direct and 18 flow-on jobs would be generated for the construction of the warehouse and 55 jobs post construction. The economic assessment also indicated that 40 indirect or flow-on jobs would be generated by the proposal post construction. This is considered to be an appropriate outcome for generating employment opportunities within Seymour.

The applicant has stated that the proposal provides an opportunity to retain spending and visitation within the Seymour township as the majority of people travel to major hardware retailers in Shepparton or the northern suburbs of Melbourne. The identified catchment area includes drawing customers from townships along the Goulburn Valley Highway (Nagambie, Yea, Alexandra) and the Northern Highway (Heathcote). By capturing hardware spending within the township, it is expected that the proposal would stimulate the economy of Seymour. This is considered to be a positive outcome and in accordance with the objective of policy and the adopted Seymour Structure Plan, which seeks to transform the subject site and immediate surrounds for a commercial precinct.

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Reduction of bicycle parking requirements

Clause 52.29 of the Scheme requires the provision of 26 bicycle parking spaces for the proposed use and development. The application is seeking to provide 5 bicycle parking spaces.

Given the reasonable expectation for bicycle traffic moving to and from the site, it is considered appropriate to require a minimum of 10 bicycle parking spaces within the subject site. Whilst most trips to the proposed development will be via car, there is an increasing cycling presence within the township, therefore, it is considered that increasing the proposed 5 spaces to 10 will ensure that there are sufficient spaces for cyclists to access the development. This is considered to be appropriate for supporting policy to encouraging sustainable modes of transport.

OBJECTORS' CONCERNS

The objections received in relation to the current proposal cover a number of matters and are addressed below:

Concern	Response
Drainage concerns to the intersection of Victoria St and Wimble Street.	Engineering conditions should be imposed as part of any issued permit that require the upgrade of this intersection which will also include stormwater upgrades within the intersection.
Truck turning at the Wimble Street and Oak Street roundabout.	This roundabout is constructed to allow roll over of truck movements, which will allow for sufficient turning area for trucks entering Wimble Street from Oak Street.
Pick up and drop off of children at the pre-school locating along Victoria Street.	The applicant has stated that truck movements will not peak during these times, therefore, there will not be any increased risk to pedestrian movements within the street as a result of the proposal.
Impacts to the amenity of residential properties within the surrounding area.	It is noted that the site has residential interfaces, although the surrounding streetscape contains existing commercial premises. Therefore, it is considered that the proposed use and development is not out of place given the zoning of the site and connections to arterial road networks. The proposal is seeking to provide noise attenuated

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	fencing to screen the loading area from the residential properties on the western side of Victoria Street, with delivery hours restricted to prevent amenity impacts early and later in the day and on public holidays.
Use of Victoria and Wimble Streets for truck route.	Council's Engineering Unit has not objected to the use of these streets for the proposed truck route, subject to conditions regarding road upgrades, given the existing street width and wide intersections. The width of Wimble Street is consistent with the pavement width of Oak Street and Tarcombe Road which form part of the truck route.
Inadequate parking provision.	Pursuant to the requirements of Clause 52.06 of the Scheme, the application has provided more than the required number of car parking spaces.
Adverse effect on local businesses.	Planning policy does not restrict the number of restricted retail premises or timber supplies within a township. Consideration of whether the proposed use and development are appropriate to the relevant zoning and context of the site has been made, with the proposal considered to be appropriate to site and surrounds.
Loss of existing structures.	The existing buildings on the subject site are not protected by a heritage overlay, therefore, planning approval is not required to remove them. Although, it is considered appropriate for an archival report to be undertaken and an interpretation of the heritage significance of the building to be included within the proposed development.
Proposal inappropriate within a residential setting.	The zoning of the site allows for the use and development of the land for a restricted retail premises and trade supplies, with properties to the east of the site containing commercial and industrial uses. Other Bunnings stores in Victoria contain similar residential

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	interfaces to that proposed herein, therefore, it is not considered unusual for such a proposal in this context.
The proposal conflicts with the strategic direction of the Seymour Structure Plan.	The proposal is not considered to be at odds with the directives within the Seymour Structure Plan which seeks to promote increased activity along Anzac Avenue, which the proposal is considered to support.
Loading and unloading on Victoria Street.	The applicant has stated that loading and unloading of trucks will not occur within Victoria Street but will only occur within the designated loading area within the subject boundaries.
Pylon signage height and illumination inappropriate.	The applicant has provided amended plans that remove the proposed pylon sign and reduce illumination of the proposed advertising signage to the southern elevation. Floodlighting on the western, northern and eastern elevations will be conditioned to require baffling as part of any issued permit.
Applicant's desire to be assessed under Commercial 2 Zone.	The Seymour Structure Plan has been adopted by Council, therefore, consideration must be made as to the strategic policy held within for planning applications. Regardless, the application is considered to be consistent with both the current and future zoning.
Built form to the boundary of Victoria Street and Anzac Avenue.	The Seymour Structure Plan supports built form to the boundaries, with the site constraints also leading the location of the proposed development to be considered satisfactory.
The proposal is at odds with the natural features of Anzac Avenue and the neighbouring ANZAC war memorial.	Conditions should require the alteration of the chain mesh fencing to the front and side boundary to ensure a positive urban design response which considers the natural and cultural features of the Anzac Avenue streetscape.
The application is not ResCode compliant.	Pursuant to Clause 33.01-4, the proposed buildings and works are not required to meet the standards and

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	objectives of Clauses 54 or 55 of the Scheme.
The site is residential, not industrial.	The zoning of the land currently and as identified within the Seymour Structure Plan allows for the use and development of the land for a restricted retail premises and trade supplies. Given the site's location adjoining an arterial road and being adjacent to other commercial properties, the context of the site is not considered to prohibit the proposal.
Increased traffic to Anzac Avenue would pose risk to cyclist's safety.	The traffic assessment provided with the application has demonstrated that the vehicle movements associated with the proposed use would not detrimentally affect existing traffic movements (both vehicular and cyclist).
Façade of existing factory should be retained and floor boards recycled within the proposed development.	The applicant has provided an engineer's report which demonstrated that the existing structures are not in an appropriate condition for reuse within the proposed structure. Therefore, a heritage interpretation is considered a more appropriate pathway.
Proposal could be relocated to Emily Street or Wallis Street.	The applicant has stated that due to flooding concerns and the piecemeal subdivision pattern along Emily Street, a suitable location could not be identified in that area. Further, the economic assessment identified that, as the site is still located on the Goulburn Valley Highway (Anzac Avenue), that the site has sufficient arterial road access for efficient customer access.

CONCLUSION

The proposal is a permissible use and development under the current provisions of the Mitchell Planning Scheme and the adopted policy within the Seymour Structure Plan. The proposal is considered to result in a net community benefit as it encourages economic and employment gain.

Subject to conditions regarding alterations to the fencing along the corner of Victoria Street and Anzac Avenue, it is considered that the proposal will not result in

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unnecessary bulk and will positively contribute to the streetscape, which contains a mix of residential and commercial interfaces.

Further, whilst the site is not protected by any heritage controls, it is considered that the social and historical significance of the existing Ansett Knitting Mills can be retained and interpreted through conditions requiring photographic archival (and subsequent reinterpretation within the proposed development).

Therefore, the application is considered to be satisfactory and appropriate to the site and surrounds. It is considered that the proposal should be supported and it is therefore recommended that a notice of approval is issued.

RECOMMENDATION

THAT Council having complied with the relevant Sections of the *Planning and Environment Act 1987*, resolve to issue a Notice of Decision to Grant a Planning Permit in respect of Application No. PLP212/18 for the use and development of the land for trade supplies and restricted retail premises, alteration of access to a Road Zone Category 1, reduction of bicycle parking requirements and display of signage at 63 Anzac Avenue Seymour, known as Lot 5 on Plan of Subdivision 310138R Volume 10048 Folio 943, subject to the following conditions:

Amended Plans

1. Before the development starts, amended plans and documents 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 and must be generally in accordance with the plans submitted on 30 May 2019 but further modified to show:
 - a. Amended site and elevation plans to include:
 - i. Location and details of the heritage interpretation of the existing building(s);
 - ii. Provision of a minimum of 10 bicycle parking spaces unless otherwise agreed in writing;
 - iii. Provision of a minimum setback of 1 metre of all built form (altered to include an appropriate corner treatment) from the Anzac Avenue frontage and inclusion of a suitable landscape treatment of the setback unless otherwise agreed in writing;
 - iv. Inclusion of a suitable landscape treatment within the building setback from Victoria Street;
 - v. Removal of the proposed fencing treatment from the Victoria Street frontage, in proximity to the loading bay entry and exit, and replacement with similar treatment to that proposed at the corner

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of Anzac Avenue and Victoria Street or other suitable cladding treatment to the satisfaction of the Responsible Authority.

- b. Details of the heritage interpretation of the existing buildings in accordance with the advice from Bryce Raworth dated 22 March 2019.

General

2. The layout of the uses and the development (including the location and details of signs, their structures, illumination and advertising content) as shown on the endorsed plans must not be altered or modified unless otherwise agreed in writing by the Responsible Authority.
3. The use(s) must only operate between the hours of 7:00am to 9:00pm Monday to Friday and 7:00am to 7:00pm Saturday and Sunday, unless otherwise agreed in writing by the Responsible Authority.
4. The use(s) must not detrimentally impact on the Anzac Day memorial parade and/or ceremony, including the ingress/egress of vehicles from the site.
5. Deliveries to or from the land must only occur between the hours of:
 - a. Monday-Friday: 7:00am to 9:00pm
 - b. Saturday and Sunday: 7:00am to 7:00pm.
 - c. Deliveries must not occur on public holidays unless otherwise agreed in writing.
6. Waste and recyclables must only be collected between the hours of 7:00am and 4pm Monday to Friday, unless otherwise agreed in writing by the Responsible Authority.
7. The use and development must be managed so that the amenity of the area is not detrimentally affected through the:
 - a. Transport of materials, goods or commodities to or from the land;
 - b. Inappropriate storage of any works or construction materials;
 - c. Hours of construction activity;
 - d. Appearance of buildings, works or materials;
 - e. Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, reflection or glare, steam, soot, ash, dust, waste and storm water runoff, waste products, grit or oil;
 - f. Presence of vermin; and

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- g. In any other way.
- 8. Noise emanating from the premises, including plant and other equipment must comply with the State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1, to the satisfaction of the Responsible Authority.
- 9. No amplified music, announcements or broadcasts are to be audible beyond the property boundary of the land.
- 10. All external plant and equipment must be acoustically treated or placed in soundproof housing to reduce noise to a level satisfactory to the Responsible Authority.
- 11. Provision must be made on the land for the storage and collection of waste and recyclables. This area must be graded and drained and screened from public view to the satisfaction of the Responsible Authority.
- 12. All buildings must be maintained in good order and appearance to the satisfaction of the Responsible Authority.
- 13. The loading areas must be maintained in good order and appearance to the satisfaction of the Responsible Authority.
- 14. External lighting (including floodlighting to signage) must be designed, baffled and located so as to prevent any adverse effect from light spill on adjoining land to the satisfaction of the Responsible Authority.
- 15. All external materials, finishes and paint colours are to be to the satisfaction of the Responsible Authority.
- 16. All new walls on or facing the boundary of an adjoining property must be cleaned and finished to the satisfaction of the Responsible Authority.
- 17. No plant, equipment, services or architectural features other than those shown on the endorsed plans are permitted above the roof level of the building unless otherwise agreed in writing by the Responsible Authority.
- 18. All piping and ducting (excluding down pipes, guttering and rainwater heads) must be concealed from public view to the satisfaction of the Responsible Authority.

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19. The advertising signs must be located wholly within the boundaries of the subject site.
20. No flashing, intermittent lighting or changing coloured lighting is permitted to the advertising signed.
21. The advertising signage must be maintained in good condition to the satisfaction of the Responsible Authority.

Heritage Requirements

22. Before the demolition of the existing structures starts, an archival quality annotated photographic study of the building must be submitted to and approved by the Responsible Authority. When approved, the report will be endorsed and will then form part of the permit. The report must be prepared by a suitably qualified heritage professional and must include:
 - a. Photographic documentation of each elevation of the building(s);
 - b. Photographic documentation of the interior of the building(s);
 - c. Photographic documentation of any significant architectural design features of the building (including the art deco sign at the front of the building and the roof line of the factory);
 - d. A statement prepared by an architectural historian describing and explaining both the design and construction of the building and the photographs.

Landscaping Requirements

23. Before the development starts, a detailed landscape plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will then form part of the permit. The landscape plan must be prepared by a person suitably qualified or experienced in landscape design and must be drawn to scale with dimensions. The landscape plan must show:
 - a. The locations of all landscaping works to be provided on the land, including but not limited to:
 - i. The provision of canopy trees (of an appropriate species) within the car parking area (minimum of one tree per four car parking spaces within tree diamonds);
 - ii. The provision of appropriate canopy street trees along the northern side of Anzac Avenue and the eastern side of Victoria Street adjacent to the subject site (species should be drought

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tolerant and low maintenance and be appropriately sized and located to avoid impacting on any existing and/or future services).

- b. The locations of any trees to be retained or removed from the land (including details of species and size);
 - c. A detailed schedule of all proposed trees, shrubs and groundcovers, including botanical names, common names, pot sizes, sizes at maturity and quantities of each plant (species should be low maintenance and drought tolerant);
 - d. Details of the proposed surface finishes of pathways and driveways;
 - e. Details of the irrigation system to be used on the land following completion of the landscaping works.
24. Before the use starts, all landscaping works as shown on the endorsed plan(s) must be carried out and completed to the satisfaction of the Responsible Authority. When the landscaping works have been completed, written confirmation must be provided to the satisfaction of the Responsible Authority that landscaping of the land has been undertaken in accordance with the endorsed landscaping plans.
25. The landscaping is to be maintained for a period of 24 months including at least two full summer periods from practical completion of the landscaping. During this period, any dead, diseased or damaged plants or landscaping areas are to be replaced to the satisfaction of the Responsible Authority.
26. Any weed infestations resulting from soil disturbance and/or the importation of sand, gravel or other material must be controlled during the construction period to ensure that there is no weed spread outside of the subject site to the satisfaction of the Responsible Authority.

Bicycle Parking Requirements

27. No fewer than 10 bicycle parking spaces must be provided on the land to the satisfaction of the Responsible Authority.
28. Bicycle access must at all times be clearly signed and marked to the satisfaction of the Responsible Authority.

Engineering

Access Requirements

29. Before the use starts, the permit holder must construct vehicle crossings to the development to an industrial standard in accordance with Mitchell Shire

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Council's Standard Drawings to the satisfaction of the Responsible Authority, unless otherwise agreed in writing by the Responsible Authority.

30. The internal common driveway must be constructed to an appropriate finish with drainage provided to adequately drain the internal driveway to the satisfaction of the Responsible Authority.

Drainage Requirements

31. Before the use starts, the permit holder must construct, at no cost to Council, drainage works between the proposed development and the Council nominated point of discharge to the satisfaction of the Responsible Authority.
32. The discharge of water from the lot must be controlled around its limits to prevent any discharge onto any adjacent property or streets other than by means of an approved drainage system discharges to an approved outlet in a street or to an underground pipe drain to the satisfaction of the Responsible Authority.
33. Before the use starts, the subject site must be connected to an underground drainage system including an on-site detention system to control flows to pre-development levels and treat stormwater wholly within the boundaries of the subject land, to the satisfaction of the Responsible Authority.

Carpark Requirements

34. Before the use starts, the permit holder shall design and construct an impervious car park in accordance with the Mitchell Shire Planning Scheme and in general accordance with AS/NZS 2890.1 and AS/NZS 2890.6 to the satisfaction of the Responsible Authority.
35. Car spaces, access lanes and driveways must be kept available for these purposes at all times and maintained to the satisfaction of the Responsible Authority.
36. No fewer than 75 car parking spaces must be provided on the land to the satisfaction of the Responsible Authority.

Fees and charges

37. Unless otherwise agreed to in writing by the Responsible Authority, prior to the assessment of the detailed construction plans and landscaping plans, the permit holder must pay a design checking for civil works fee as per the

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adopted Council fees and charges to the satisfaction of the Responsible Authority.

38. Unless otherwise agreed to in writing by the Responsible Authority, before the use starts, the permit holder must pay a supervision of civil works fee of 2.50% of the costs of assets handed over to Council for the development as per the adopted Council fees and charges to the satisfaction of the Responsible Authority.

Upgrade Requirements

39. Unless otherwise agreed to in writing by the Responsible Authority, before the use starts, the permit holder must upgrade Victoria Street pavement for the full frontage of the site to support truck and vehicle movements including asphalt wearing course in accordance with Mitchell Shire Council's Standards.
40. Unless otherwise agreed to in writing by the Responsible Authority, before the use starts, the permit holder must upgrade the intersection of Wimble Street and Victoria Street pavement to support truck turning movements including asphalt wearing course in accordance with Mitchell shire Council's Standards.

Construction Plan Requirements

41. Prior to the commencement of any works associated with the development, detailed construction plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The construction plans must be drawn to scale with dimensions and three copies must be provided. The plans must include:
- a. Road upgrade details;
 - b. Crossover details;
 - c. Driveway and car parking construction and drainage details including grades and indication of fall; and
 - d. Underground drainage details and supporting calculations.
42. Before the use starts, all works shown on the approved construction plans must be constructed or carried out in accordance with the plans to the satisfaction of the Responsible Authority.

Construction Management Plan

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43. Prior to the commencement of any works associated with the development, a Construction Management Plan must be submitted to, and be to the satisfaction of, the Responsible Authority. The Construction Management Plan must include details of:
- a. Working hours;
 - b. Haulage routes to the land;
 - c. Methods to contain dust, dirt and mud within the subject land, and the method and frequency of clean up procedures;
 - d. Sediment control;
 - e. A liaison officer for contact by residents and the Responsible Authority in the event of relevant queries or problems experienced with construction activity;
 - f. Methods to ensure the recommendations of any approved Cultural Heritage Management Plan applying to the land are carried out;
 - g. Details of any required Tree Protection Zones;
 - h. Methods to ensure that all machinery brought onto the land is weed and pathogen free;
 - i. Methods to ensure that all machinery wash down, lay down and personnel rest areas are clearly fenced and located in disturbed areas wherever possible;
 - j. Methods to ensure that contractors working on the land are aware of the requirements of the Construction Management Plan and any other obligations of the planning permit;
 - k. Provision of best practice erosion and sediment control techniques to protect any native flora and fauna;
 - l. Appropriate mechanisms for protecting environmental and heritage assets during the construction phase of the proposal.

All works must be undertaken in accordance with the approved Construction Management Plan to the satisfaction of the Responsible Authority.

As-Constructed Information

44. Before the use starts, the following must be submitted to the satisfaction of the Responsible Authority unless otherwise agreed in writing by the Responsible Authority:
- a. A complete set of “as constructed plans” of site works in digital file format both PDF and AutoCAD. The AutoCAD digital files must have a layer naming convention to enable identification of Council assets listed;
 - b. A CCTV video recording and report of all constructed Council stormwater drains greater than 150mm diameter;