

**9.2 PLANNING PERMIT APPLICATION PLP129/18 FOR BUILDINGS AND WORKS FOR THE CONSTRUCTION OF AN OFFICE BUILDING, 2 LOT RE-SUBDIVISION, REDUCTION OF CAR PARKING REQUIREMENTS AND ALTERATIONS TO ACCESS TO A ROAD ZONE - CATEGORY 1 AT 63 HIGH STREET BROADFORD**

**Author:** Holly Sawyer - Senior Statutory Planner

**File No:** PLP129/18

- Attachments:**
1. 63 High Street Broadford - plans
  2. Planning Policy Framework

<b>Property No.:</b>	114967
<b>Title Details:</b>	Lots 1 and 2 on Title Plan 371602K Volume 06635 Folio 958
<b>Applicant:</b>	Archedge Design
<b>Zoning:</b>	Commercial 1 Zone
<b>Overlays:</b>	None
<b>Objections Received:</b>	Five objections received
<b>Cultural Heritage Management Plan Required:</b>	No, the site is not located within an area of Aboriginal cultural heritage sensitivity
<b>Officer Declaration of Conflict of Interest:</b>	No officers involved in the preparation of this report have any direct or indirect interest in this matter

**SITE MAP**



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## **SUMMARY**

The application is seeking approval for the development of the land for an office building, a two-lot re-subdivision, reduction of car parking and alterations to access to a Road Zone – Category 1.

The land is located within the Commercial 1 Zone and not affected by any overlays.

The application was advertised via letters to adjoining landowners and occupiers, with a sign displayed fronting High Street. A total of five objections have been received.

The matters discussed later in this report are largely related to the proposed car parking reduction and the development of the land.

This report recommends that a Notice of Decision to Grant a Planning Permit be issued for the proposal, as it is considered that the proposal is appropriate to the context of the site for intensifying commercial activity within an established commercial precinct with the reduction of parking requirements also considered appropriate given that number of on-street parking spaces within walking vicinity of the subject site.

## **SITE AND SURROUNDS**

### Subject Site Description

The subject site is located at 63 High Street in Broadford. The site is legally referred to as Lots 1 and 2 on Title Plan 371602K Volume 06635 Folio 958. The subject site contains a land area of approximately 900 square metres, with the topography of the site sloping down to the north and east. The site has an approximate width of 18 metres with an approximate depth of 50 metres as measured on Council's mapping system.

The site consists of two rectangular title lots on the northern side of High Street and contains an existing two storey, white rendered building. This structure currently contains a Barry Plant real estate office and NAB bank on the ground floor, with the first floor used as a private residence. There is also a detached garage located on the northern side of the existing building and is associated with the residence.

A single crossover is existing which provides access to the High Street service road, although this crossover currently appears to be fenced off from use (despite several car bodies being located within the rear yard of the site). Five trees are existing on the site within the rear yard, which are exotic and/or planted.

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(Aerial view of 63 High Street Broadford)

### *Planning Background*

A search of Council's electronic record system has revealed that no planning related outcomes have been determined for the site.

### *Title/Restrictions/Agreements*

The certificate of title submitted with the application indicates that the site is not affected by any restrictive covenants or agreements, nor do any easements traverse the site.

### Surrounding Area

The site located within the commercial precinct of the township of Broadford, on the northern side of High Street. The streetscape contains a mix of built form types and land uses. To the west of the site, there is a building supplies store ('Thrifty Link') and to the east of the site there is a small supermarket, with a range of smaller cafes and other shops along the length of High Street.

Along with a range of land uses, the street also contains a mix of building heights and designs. The existing two storey structure on the subject site is an inter-war style, although immediately adjoining lots appear to be later constructions. This mix of construction styles has resulted in an undefined character.

## **PROPOSAL**

The application seeks approval for the buildings and works to construct an office to the eastern side of the existing structure, within the currently fenced off driveway. This construction will result in the removal of stairs leading to the existing residence of the first floor of the existing building. Plans submitted with the application show proposed stairs to be constructed internally within the existing building.

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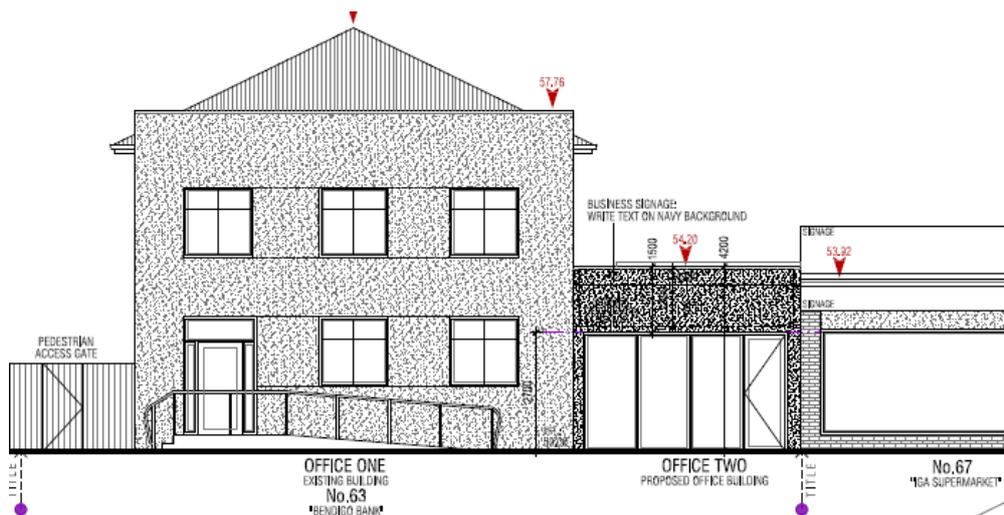
The proposed office will consist of a 5.17m wide and 23.52m long structure. The proposed building will contain a maximum building height of 4.2 metres (excluding sky light), with a flat roof. A raised sky light is proposed to provide light to internal rooms. Building materials will include cream render finish to the wall fronting High Street, black/grey brickwork to the rear and side walls, and cream fascia and downpipes.

The proposed office is to contain a reception area at the High Street end of the structure, with three office rooms, a meeting room and a kitchen and toilet. A small courtyard is proposed on the northern side of the office and will measure 4 metres in length and 5.17 metres in width. A 6m<sup>3</sup> shed is also proposed within the courtyard for storage purposes, with the courtyard to be surrounded on the northern and eastern sides by a 2m high timber paling fence. A business identification sign is shown on the elevation drawings, although as the sign will have a display area less than 8sqm (the proposed sign measures 6.37sqm) planning approval is not required for the sign.

Due to the proposed building, the existing first floor dwelling will be decommissioned. Further to the removal of the stairway, the rear of the existing building (the bathroom and laundry) are also proposed to be demolished. The first floor shall revert to being utilised for commercial uses. Two existing trees on the south side of the existing garage will be removed, which do not require planning approval. The existing crossover will also be decommissioned and reinstated to the satisfaction of VicRoads.

The application is also seeking to re-subdivide the land. The proposed subdivision is seeking to retain the two title lots. The proposed subdivision will result in a lot containing the proposed office and courtyard area, with the balance of the land (including the existing two storey structure) to be held within the other lot.

Further to the above, the proposed buildings and works will result in a total loss of car parking spaces within the subject boundaries. Although it appears that at present the site is not being utilised to provide car parking for the existing uses. The application is seeking approval for a reduction of car parking requirements (9 spaces).



(High Street elevation of the proposal – see attached plans for more details)

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## **PLANNING SCHEME PROVISIONS**

### Zoning

#### *Commercial 1 Zone*

The subject site is located within the Commercial 1 Zone pursuant to Clause 34.01 of the Mitchell Planning Scheme (Scheme). The purpose of the Commercial 1 Zone is as follows:

- *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.*

Pursuant to Clause 34.01-3, a planning permit is required to subdivide land.

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

### Overlays

The subject site is not affected by any overlays.

### Particular Provisions

#### *Clause 52.06 (Car parking)*

Clause 52.06 of the Scheme seeks to ensure that an appropriate number of car parking spaces is provided, having regard to the demand likely to be generated, the activities on the land and the nature of the locality.

Pursuant to Clause 52.06-3, a planning permit is required to reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5 of the Scheme. As the application is seeking to reduce car parking requirements to zero from the required nine car parking spaces, a permit is required under this clause.

The permit applicant has provided a car parking demand assessment (see attachment 1), from which the merits of the proposed reduction will be considered later in this report.

#### *Clause 52.29 (Land adjacent to a Road Zone, Category 1, or a Public Acquisition Overlay for a Category 1 road)*

Pursuant to Clause 52.29-2, a planning permit is required to create or alter access to a road in a Road Zone - Category 1. As the application is seeking to alter (remove) access from High Street, which is a Road Zone – Category 1, a permit is required for the proposed access changes.

#### *Clause 53.01 (Public open space contribution and subdivision)*

Pursuant to Clause 53.01 of the Scheme, a person who seeks to subdivide land must make a contribution to the Council for public open space, unless the proposal seeks to subdivide the land into two lots and it is unlikely that each lot will be further subdivided.

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The application seeks to subdivide the land into two lots, although it is not certain that the land will not be further subdivided.

Whilst the layout of the existing building and the proposed office building limit the frontage and vehicle access, this does not restrict the landowner from further developing the vacant area to the rear or subdividing the land to be utilised by an adjoining landowner with greater vehicle access. Therefore, it is considered appropriate to require a public open space contribution, and it is recommended that a condition requiring the contribution be included as part of any issued permit.

#### Planning Policy Framework (PPF) and Local Planning Policy Framework (LPPF)

Several policies from the Planning Policy Framework and Local Planning Policy Framework are relevant to this application, with the main policies addressed in the discussion below. A comprehensive list of these policies is found at Attachment 2.

### **PUBLIC NOTIFICATION (ADVERTISING)**

Formal notification of the application was given by means of letters to adjoining landowners and occupiers, with a sign displayed on the site fronting High Street. A total of five objections have been received and are addressed in the section Objectors' Concerns later in this report. In summary, the objections related to the proposed car parking reduction, drainage and the current maintenance of the subject site.

### **REFERRALS**

#### External

The application was referred to VicRoads pursuant to Section 55 of the *Planning and Environment Act 1987*, who provided unconditional consent to the application.

#### Internal

The application was internally discussed with Councils Engineering Unit, who provided conditions should a permit be issued.

The amended plans were referred to Council's Municipal Building Surveyor who advised that there may be fire separation issues with the first-floor windows. Therefore, it is considered appropriate to require amended plans to comply with building code requirements as part of any approval.

### **DISCUSSION**

#### Commercial development

Amended plans supplied on 12 December 2018 seek to construct an office building within the existing driveway of the subject site. This would result in a total loss of onsite parking and vehicle access, as the northern setback of the existing building is not wide enough to accommodate vehicles. Upon inspection of the site the area of land where the building is proposed does not appear to be utilised for car parking for the existing commercial uses.

To address the lack of vehicle accessibility, the proposal is seeking to provide pedestrian access to the rear of the site via the northern setback from the existing building. This would be an appropriate outcome but given this area currently contains

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servicing infrastructure for the existing building a condition of any approval will seek the relocation or removal of this infrastructure to ensure free passage to the rear of the site for pedestrians.

The proposed re-subdivision seeks to maintain the balance of the land for the existing structure and provide a separate, smaller lot for the proposed office building. The layout of the proposed re-subdivision and development is considered appropriate in this instance, as the balance of the land to the rear of the existing building may be utilised in the future either in conjunction with the existing building, as part of a re-development of that lot or by an adjoining landowner (potentially as part of additional subdivision of the land).

Further to the above, the proposed office building is considered beneficial to the commercial precinct of Broadford by intensifying commercial development along the western end of High Street. The design will include the provision of a raised sky light to increase internal amenity within the office building due to the narrow, windowless nature of the structure. This sky light will provide a degree of articulation to the roof structure, whilst being minimally obstructive to the façade of the building from High Street. Given the mixed character of buildings along High Street, the proposed building is not considered to be out of place.

Although, in order to increase visual interest to the front façade of the proposed office it is considered appropriate to include a condition requirement for additional articulation and increased height to the front wall. This could include raising the front wall to match the height of the eastern adjoining building (without raising the roof height of the proposed structure to ensure access to natural light for the existing two storey building) or the use of materials to give the appearance of articulation via either paint colours or textured sections of wall.

In addition a condition has been included to require amended plans to show how access is to be provided to the first floor of the existing structure (i.e. new stairs, etc). This will ensure the upper floor remains in use for commercial purposes but not the current residential use to the benefit of the precinct.

#### Car parking

Clause 52.06-10 (Car parking) and Clause 65.01 of the Scheme set out several decision guidelines for applications seeking to reduce the number of car parking spaces on a lot, including whether the proposed reduction results in an orderly planning outcome, the effect on the amenity of the area and the demand for car parking within the subject site.

The subject site is not currently used for carparking purposes for either of the existing commercial land uses or for the existing residence despite technically having availability for on site car parking. This indicates that the current land uses are not intensive enough in nature to require on-site employee/resident car parking and that the surrounding area provides sufficient parking for the site's needs.

Further, the permit applicant supplied a car parking demand assessment, which stated that there was a sufficient number of on-street car parking spaces to accommodate the total reduction of car parking spaces within the site itself. The assessment looked at parking availability within 180m of the subject site (considered to be "walking" distance)

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and determined that the 9 required car parking spaces could be accommodated within the surrounding streets. Despite the on-street parking spaces immediately available to the subject site being timed or limited, there are unrestricted spaces available within the wider vicinity for employees and the like. Therefore, it is considered that the reduction of on-site parking spaces will not detrimentally impact on the efficiency of the road network or current parking availability along High Street.

### Summary

The proposed development and re-subdivision are considered to be appropriate within the context of the site and surrounds, with the proposed reduction of car parking requirements also considered to be appropriate given the availability of on-street car parking spaces within walking distance of the subject site. The proposal includes for the provisions of a commercial building within the core business area of Broadford representing an overall good outcome for the town.

### **OBJECTORS' CONCERNS**

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

<b>Concern</b>	<b>Response</b>
The total reduction of car parking spaces on the site will exacerbate the parking issues already experienced on High Street due to inadequate parking spaces.	The applicant supplied a car parking demand assessment which has satisfactorily addressed parking demand associated with the application.
The car parking reduction does not support elderly and disabled access within the main street due to the existing parking issues.	As above.
The total reduction of car parking is not consistent with the rest of the streetscape, where other landowners have supplied on-site car parking for employees at a minimum.	As above.
The car parking demand assessment submitted with the application was limited in its observation times and did not assess parking demand during peak times along High Street.	It is acknowledged that the car parking assessment was completed at times that may not accurately reflect the parking availability adjacent to the subject site, particularly in regard to the immediate availability of all-day parking spaces. Although, there is a high availability of long-term parking spaces within an acceptable walking distance.
Concerns that the landowner will use a drainage easement on an adjoining lot for access purposes.	As a drainage easement does not allow for right of way and the application does not indicate that they intend to use adjoining land to access the subject site, it is considered that the drainage easement is not at risk of being used for carriageway purposes.

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Construction timeframes and details of traffic movements during construction.	A condition can be included on any issued permit to ensure that the amenity and safety of the area is not impacted during construction.
This section of High Street will not be improved by an additional office building.	The use of the land for an office is as of right pursuant to Clause 34.01-1 of the Mitchell Planning Scheme. This application is only considering the buildings and works to construct the office.
Drainage concerns as a result of overland flow to properties at the rear of the subject site.	Discussions held with Council's Engineering Unit indicated that runoff generated from the proposed structure must be directed into the existing stormwater network within High Street. Although, existing overland flows impacting land to the rear of the subject site cannot be redirected into High Street as a result of this application. It should be noted that the existing overland flows should not be increased as a result of the proposed development due to drainage conditions that should be included on any issued permit.
Lack of details regarding the decommissioning of the top floor of the existing building.	Conditions can be included as part of any issued permit to require details of access to the first floor to be provided.
Lack of maintenance and general repairs undertaken on the existing building.	As the existing building is not within a Heritage Overlay, external works to the existing structure are not subject to planning approval. Although conditions can be included as part of any issued permit to ensure that new buildings are well presented and maintained.
Fire safety of the existing building.	As the proposed office is to be located immediately abutting the existing building, fire safety regulations under the Building Regulations 2018 must be satisfied.

## CONCLUSION

The proposed development and re-subdivision are considered to be appropriate within the context of the site and surrounds, with the proposed reduction of car parking requirements also considered to be appropriate given the availability of on-street car parking spaces within walking distance of the subject site.

## 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. PLP129/18 for buildings and works for the construction of an office building, 2-lot re-subdivision, reduction of car parking requirements and alterations to access in a Road Zone – Category 1 at Lots 1 and

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2 on Title Plan 371602K Volume 06635 Folio 958, known as 63 High Street, Broadford, with the following conditions:

### Amended Plans

1. Before works start and before the Certification of the Plan of Subdivision under the *Subdivision Act 1988*, amended plans 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 three copies must be provided. The plans must be generally in accordance with the application plans but further modified to show:
  - a) Amended site and floor plans to include:
    - i. Details of access to the first floor of the existing building.
    - ii. Amended plans showing the relocation or removal of building servicing infrastructure on the southern side of the existing building to ensure free pedestrian passage to the rear of the site.
  - b) Amended plans detailing any amendments for compliance with building regulations.
  - c) Amended south-eastern elevation to include the following:
    - i. Increased articulation of the front façade. The articulation may be provided through different design details, materials and finishes;
    - ii. Height of the front wall increased to match the immediately adjoining building to the east (the roof height must not be increased).
  - d) A separate plan of subdivision, with dimensions shown.

### General

2. The layout of the development and subdivision as shown on the endorsed plans must not be altered or modified unless otherwise agreed in writing by the Responsible Authority.
3. Before the development starts, a Construction Management Plan must be submitted to, and be to the satisfaction of the Responsible Authority. The Construction Management Plan will then be endorsed and form part of the planning permit. The Construction Management Plan must include details of:
  - a) Working hours;
  - b) Traffic management;
  - c) Environmental issues;
  - d) Methods to contain dust, dirt and mud within the subject land, and the method and frequency of clean up procedures;

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- e) Provision of best practice erosion and sediment control techniques to protect any native flora and fauna;
  - f) Mud on roads;
  - g) Warning signs;
  - h) Construction plant movement areas;
  - i) Storage areas;
  - 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; and
  - k) A liaison officer for contact by residents and the Responsible Authority in the event of relevant queries or problems experienced with construction activity.
4. All works must be undertaken in accordance with the endorsed Construction Management Plan to the satisfaction of the Responsible Authority.
5. The owner of the land must enter into agreement with the relevant authorities for the provision of water supply, drainage, sewerage facilities, electricity and gas services to each lot shown on the endorsed plan in accordance with the authority's requirements and relevant legislation at the time.
6. All existing and proposed easements and sites for existing or required utility services and roads on the land must be set aside in the plan of subdivision submitted for certification in favour of the relevant authority for which the easement or site is to be created.
7. The plan of subdivision submitted for certification under the *Subdivision Act 1988* must be referred to the relevant authority in accordance with Section 8 of that Act.
8. Construction activities 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) 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;
  - e) presence of vermin; and
  - f) in any other way.
- to the satisfaction of the Responsible Authority.
9. All buildings must be maintained in good order and appearance to the satisfaction of the Responsible Authority.

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10. All external materials, finishes and paint colours are to be to the satisfaction of the Responsible Authority.
11. All new walls on or facing the boundary of an adjoining property must be cleaned and finished to the satisfaction of the Responsible Authority.
12. All piping and ducting (excluding down pipes, guttering and rainwater heads) must be concealed from public view to the satisfaction of the Responsible Authority.
13. All areas of disturbed ground must be stabilised and revegetated at the completion of the development to the satisfaction of the Responsible Authority.

### Engineering

#### *Construction Plan Requirements*

14. 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) Underground drainage details and supporting calculations.
15. 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.

#### *Fees and Charges*

16. Unless otherwise agreed to in writing by the Responsible Authority, prior to the assessment of the detailed construction drawings for any stage, the permit holder must pay a design checking fee as per the adopted Council fees and charges to the satisfaction of the Responsible Authority.

#### *Drainage Requirements*

17. Before the use of the buildings starts, the permit holder must construct at no cost of Council drainage works between the proposed development and the Council nominated point of discharge to the satisfaction of the Responsible Authority.
18. The discharge of water from the development 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 discharged to an approved

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outlet in a street or to an underground pipe drain to the satisfaction of the Responsible Authority.

19. Unless otherwise agreed in writing by the Responsible Authority, before the use starts, the subject 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.

20. Before the issue of a Statement of Compliance under the *Subdivision Act 1988*, the permit holder must construct at no cost to Council, drainage works between each of the proposed lots and the Council nominated point of discharge to the satisfaction of the Responsible Authority.

#### *Access Requirements*

21. Before the issue of a Statement of Compliance under the *Subdivision Act 1988*, the permit holder must remove the existing crossover out the front of the proposed new building to the satisfaction of the Responsible Authority.

#### *Reinstatement Requirements*

22. Any road(s), footpath(s) and/or other infrastructure damaged as a result of the construction works (including but not limited to trenching and excavation for utility service connections, movement of vehicles and the likes), must be reinstated to the satisfaction of the Responsible Authority and at the cost of the permit holder.

#### Telecommunications

23. The owner of the land must enter into an agreement with:

- a) telecommunications network or service provider for the provision of telecommunication services to each lot shown on the endorsed plan in accordance with the provider's requirements and relevant legislation at the time; and
- b) a suitably qualified person for the provision of fibre ready telecommunication facilities to each lot shown on the endorsed plan in accordance with any industry specifications or any standards set by the Australian Communications and Media Authority, unless the applicant can demonstrate that the land is in an area where the National Broadband Network will not be provided by optical fibre.

24. Before the issue of a Statement of Compliance for any stage of the subdivision under the *Subdivision Act 1988*, the owner of the land must provide written confirmation from:

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- a) a telecommunications network or service provider that all lots are connected to or are ready for connection to telecommunications services in accordance with the provider's requirements and relevant legislation at the time; and
- b) a suitably qualified person that fibre ready telecommunication facilities have been provided in accordance with any industry specifications or any standards set by the Australian Communications and Media Authority, unless the applicant can demonstrate that the land is in an area where the National Broadband Network will not be provided by optical fibre.

#### Public Open Space Contribution

25. Before the issue of a Statement of Compliance under the *Subdivision Act 1988*, the permit holder must pay to the Responsible Authority a cash payment equivalent to 5 per cent of the site value of all land in the subdivision in lieu of the provision of land for Public Open Space, unless otherwise agreed in writing by the Responsible Authority.

#### Permit Expiry

26. This permit will expire if one of the following circumstances applies:
- a) The development is not started within two years of the date of this permit;
  - b) The development is not completed within four years of the date of this permit;
  - c) The plan of subdivision is not certified within two years of the date of this permit;
  - d) The registration of the relevant stage of subdivision is not completed within five years from the date of certification of the plan of subdivision.

#### Notes:

##### **Council's Building Services Unit:**

Please note that this approval does not constitute a Building Permit. You should enquire with Council's Building Services Unit on 5734 6230 to determine if a building permit is required for this proposal.

##### **Council's Engineering Services Unit:**

A road opening permit must be obtained from Council's Engineering Services Unit before any vehicle crossover is constructed.

A legal point of discharge must be obtained from Council's Engineering Services Unit before any drainage infrastructure is constructed.

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A plan checking fee of 0.75 per cent of the cost of the works proposed on the engineering plan (including detailed landscaping plans) and a supervision fee of 2.5 per cent of the cost of constructing the works may be charged by Council and, if required, must be paid prior to the issue of a Statement of Compliance under the *Subdivision Act 1988*.

# **MITCHELL SHIRE COUNCIL**

## **Council Meeting Attachment**

### **DEVELOPMENT AND INFRASTRUCTURE**

**18 FEBRUARY 2019**

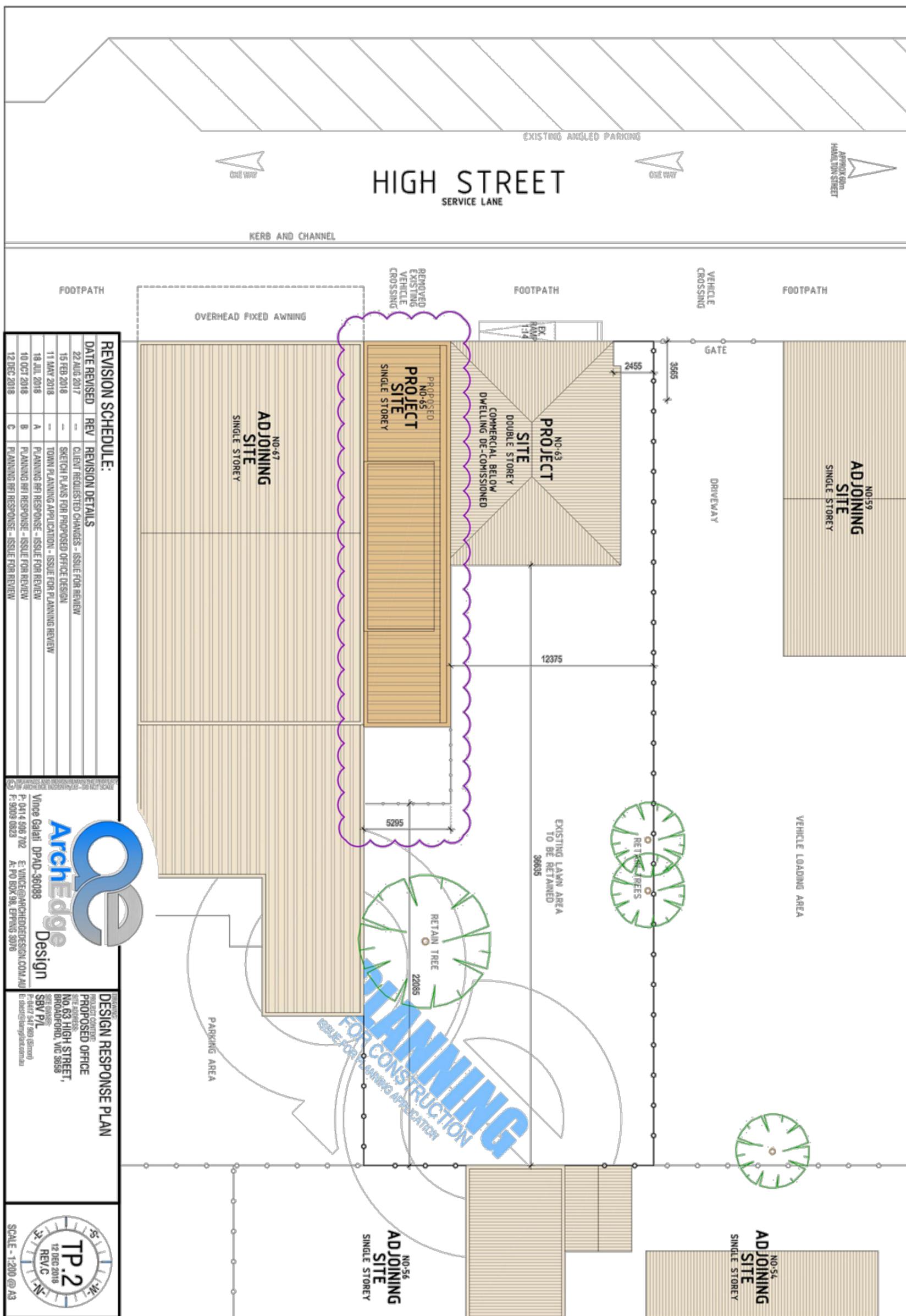
**9.2**

**PLANNING PERMIT APPLICATION PLP129/18  
FOR BUILDINGS AND WORKS FOR THE  
CONSTRUCTION OF AN OFFICE BUILDING, 2  
LOT RE-SUBDIVISION, REDUCTION OF CAR  
PARKING REQUIREMENTS AND  
ALTERATIONS TO ACCESS TO A ROAD ZONE  
- CATEGORY 1 AT 63 HIGH STREET  
BROADFORD**

**Attachment No: 1**

**63 High Street Broadford - plans**





**REVISION SCHEDULE:**

DATE REVISED	REV	REVISION DETAILS
22 AUG 2017	-	CLIENT REQUESTED CHANGES - ISSUE FOR REVIEW
15 FEB 2018	-	SKETCH PLANS FOR PROPOSED OFFICE DESIGN
11 MAY 2018	-	TOWN PLANNING APPLICATION - ISSUE FOR PLANNING REVIEW
18 JUL 2018	A	PLANNING PRJ RESPONSE - ISSUE FOR REVIEW
10 OCT 2018	B	PLANNING PRJ RESPONSE - ISSUE FOR REVIEW
12 DEC 2018	C	PLANNING PRJ RESPONSE - ISSUE FOR REVIEW

**ArchEdge Design**

Vince Galati DP/AD-360088  
 P: 0414 506 702 E: VINCE@ARCHEDGEDESIGN.COM.AU  
 F: 9009 0823 A: PO BOX 98, EPPING 3076

**DESIGN RESPONSE PLAN**

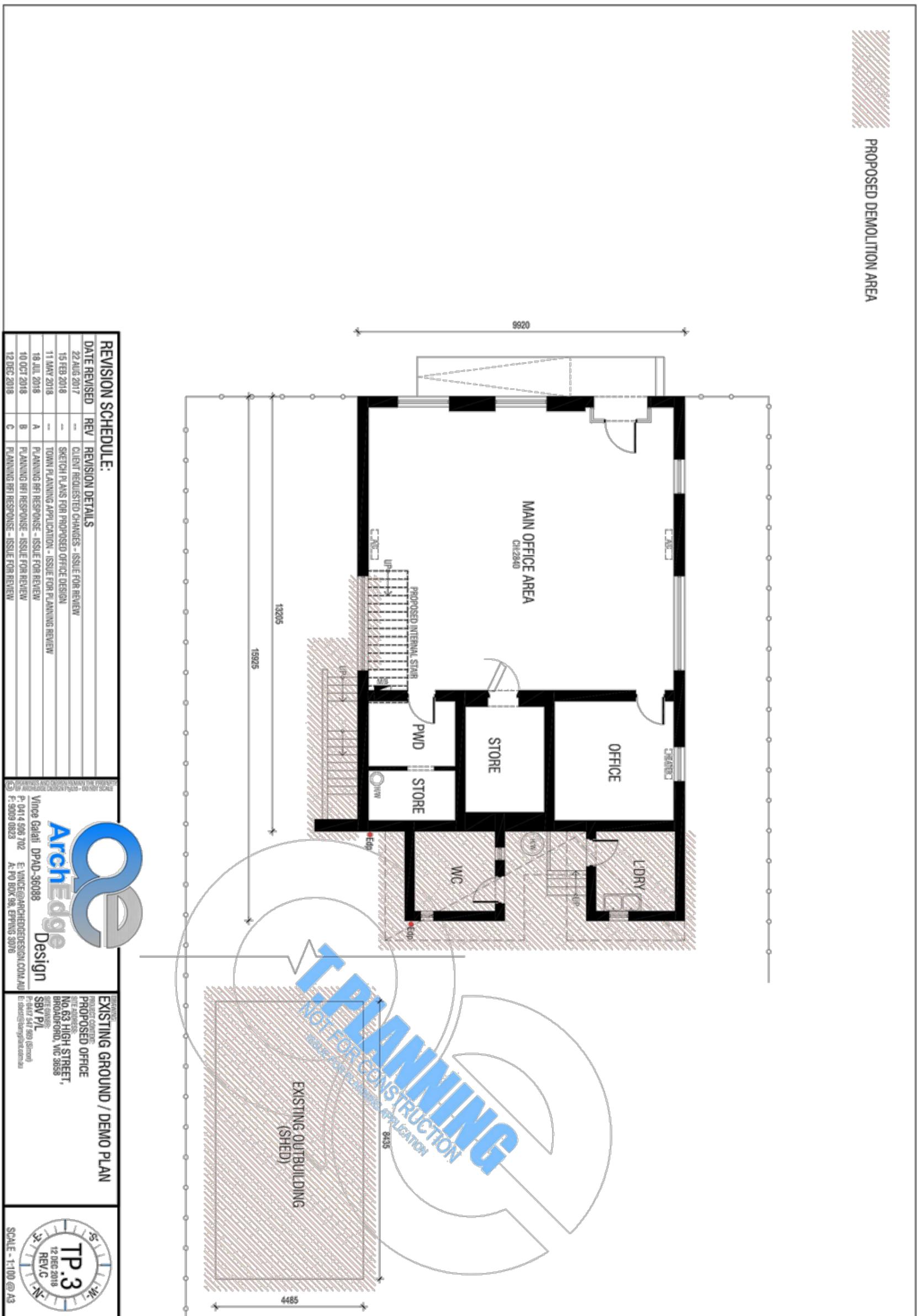
PROPOSED OFFICE  
 No 63 HIGH STREET,  
 BROADFORD, VIC 3658

SBV P/L  
 P: Unit 4/1 650 (Shoof)  
 E: info@sbvgroup.com.au

**TP.2**

12 DEC 2018  
 REV. C

SCALE - 1:300 @ A3



**REVISION SCHEDULE:**

DATE REVISED	REV	REVISION DETAILS
22 AUG 2017	--	CLIENT REQUESTED CHANGES - ISSUE FOR REVIEW
15 FEB 2018	--	SKETCH PLANS FOR PROPOSED OFFICE DESIGN
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**ArchEdge Design**

Vince Galati DP/AD-360088  
 P: 0414 506 702 E: VINCE@ARCHEDGEDESIGN.COM.AU  
 F: 9009 0823 A: PO BOX 98, EPPING 3076

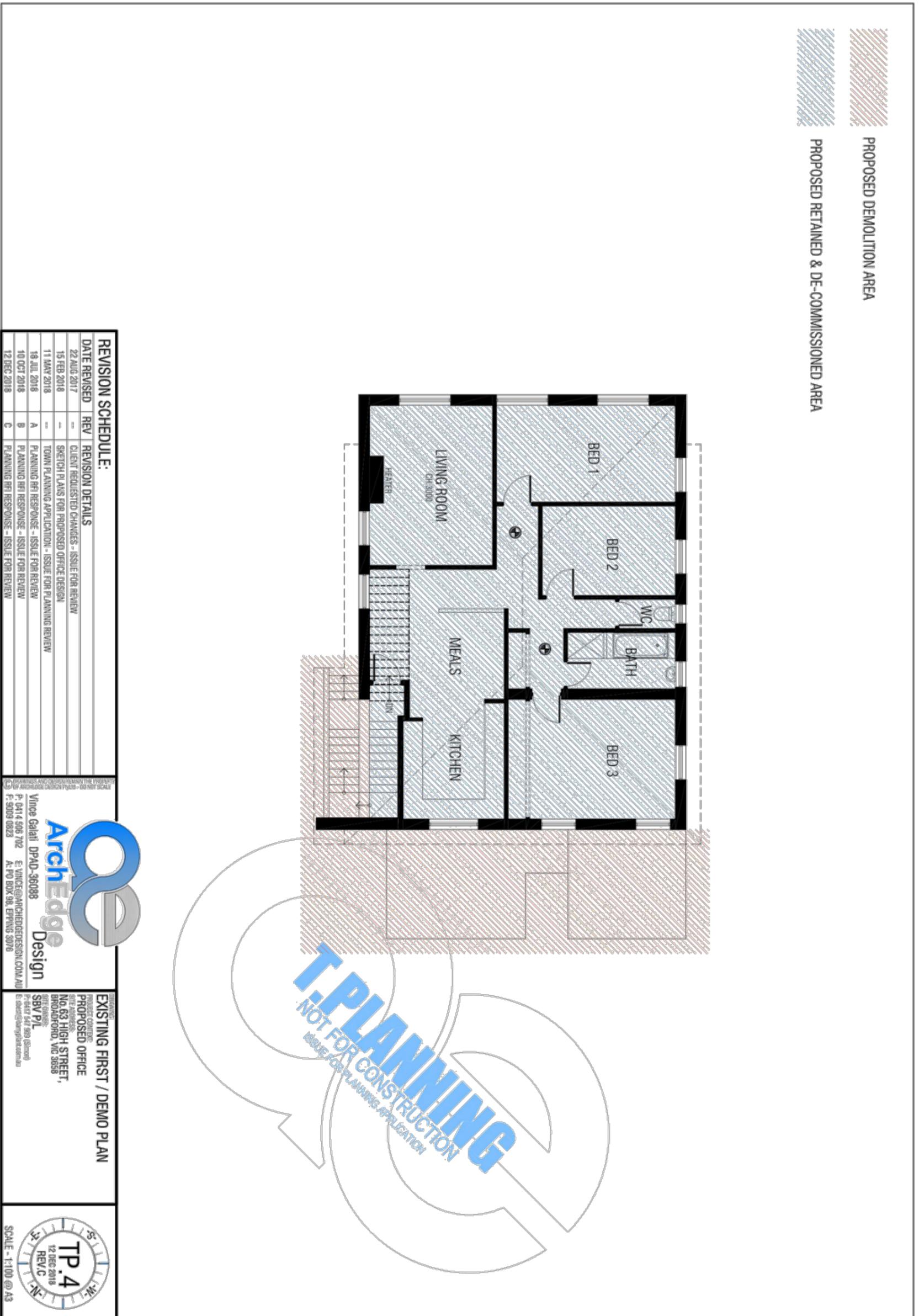
**EXISTING GROUND / DEMO PLAN**

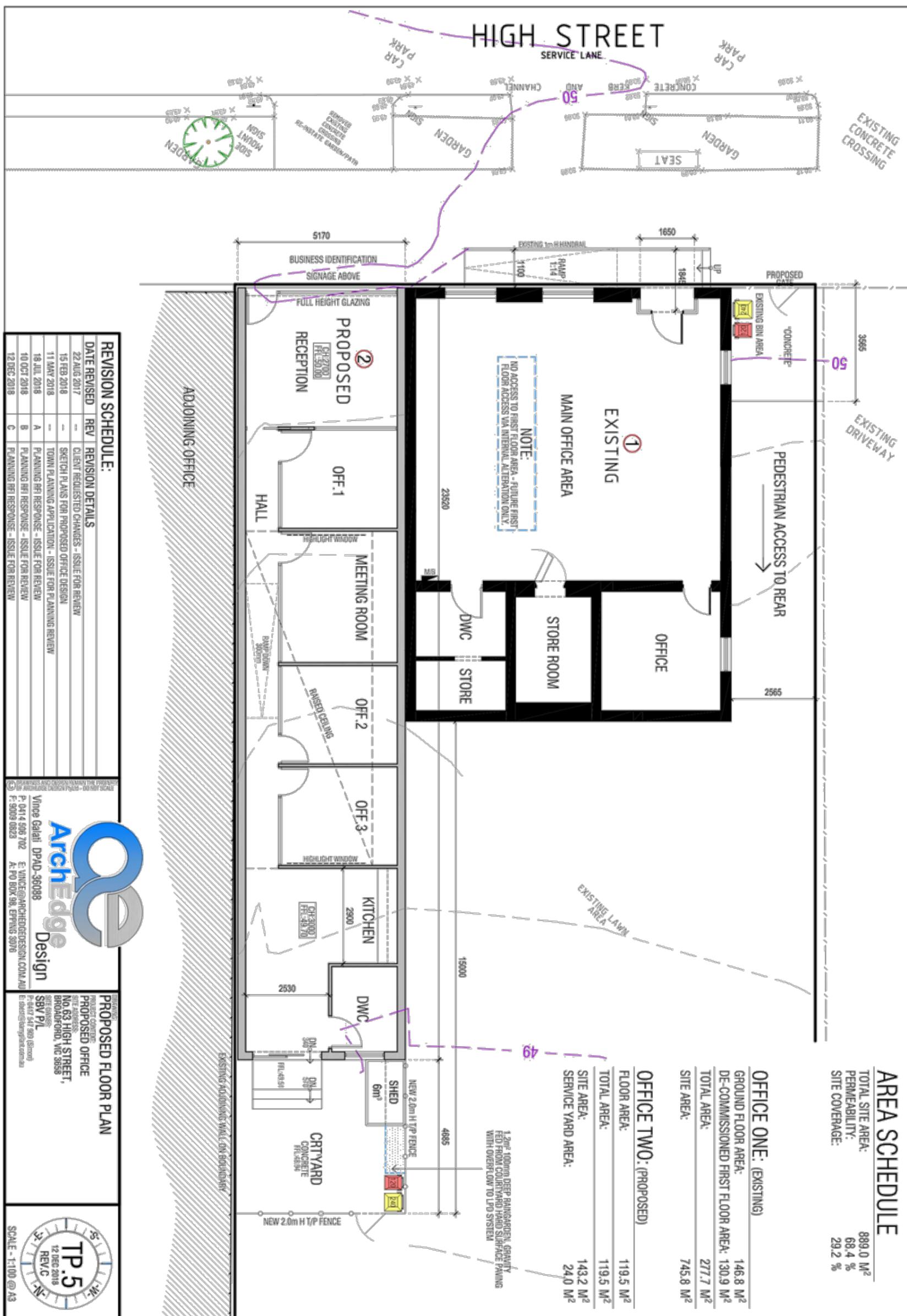
PROJECT OFFICE  
 PROPOSED OFFICE  
 No 63 HIGH STREET,  
 BROADFORD, VIC 3858

SBV P/L  
 P: Unit 4/1 650 (Stony)  
 E: info@sbvgroup.com.au

**TP.3**  
 12 DEC 2018  
 REV. C

SCALE - 1:100 @ A3





### MATERIAL SCHEDULE:

- R1 PAINT FINISH  
"SUPERFAST"
- BR FACE BRICKWORK  
"GREY BLEND"
- ALUMINIUM WINDOWS  
"NATURAL ALUMINIUM"
- FASCIA/GUTTER & DOWNPIPES  
"SUPERFAST"
- TD TIMBER DECKING  
"MERRIAP"

### SOUTH-EAST ELEVATION

SCALE 1:100

### MATERIAL SCHEDULE:

DATE REVISED	REV	REVISION DETAILS
22 AUG 2017	-	CLIENT REQUESTED CHANGES - ISSUE FOR REVIEW
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11 MAY 2018	-	TOWN PLANNING APPLICATION - ISSUE FOR PLANNING REVIEW
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10 OCT 2018	B	PLANNING PRJ RESPONSE - ISSUE FOR REVIEW
12 DEC 2018	C	PLANNING PRJ RESPONSE - ISSUE FOR REVIEW

### NORTH-WEST ELEVATION

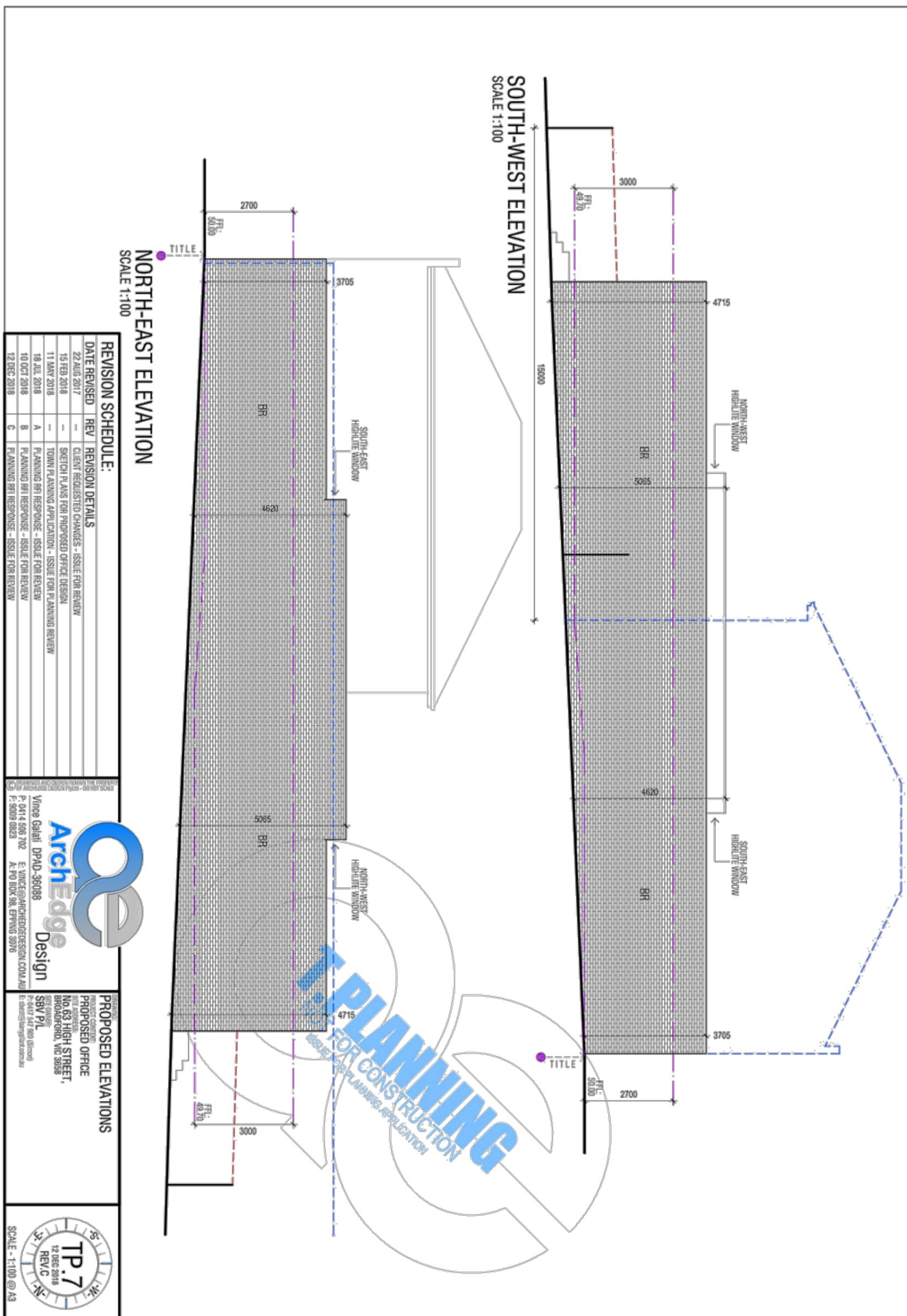
SCALE 1:100

**ArchEdge Design**  
 Vince Galati DP/AD-360088  
 P: 0414 506 702 E: VINCE@ARCHEDGEDESIGN.COM.AU  
 F: 9009 0823 A: PO BOX 98, EPPING 3076

**PROPOSED ELEVATIONS**

PROJECT CODE: TP.6  
 SITE ADDRESS: No. 63 HIGH STREET,  
 BROADFORD, VIC 3085  
 SITE ENGINEER: SBV P/L  
 P: 0414 506 702 E: info@sbvp.com.au  
 F: 9009 0823 A: 101 High Street

T-PLANNING  
NOT FOR CONSTRUCTION  
ISSUE FOR PLANNING APPLICATION



# **MITCHELL SHIRE COUNCIL**

## **Council Meeting Attachment**

### **DEVELOPMENT AND INFRASTRUCTURE**

**18 FEBRUARY 2019**

**9.2**

**PLANNING PERMIT APPLICATION PLP129/18  
FOR BUILDINGS AND WORKS FOR THE  
CONSTRUCTION OF AN OFFICE BUILDING, 2  
LOT RE-SUBDIVISION, REDUCTION OF CAR  
PARKING REQUIREMENTS AND ALTERATIONS  
TO ACCESS TO A ROAD ZONE - CATEGORY 1  
AT 63 HIGH STREET BROADFORD**

**Attachment No: 2**

**Planning Policy Framework**

## PLANNING POLICY FRAMEWORK (PPF) AND LOCAL PLANNING POLICY FRAMEWORK (LPPF)

Policy	Objective
Clause 15.01-2S (Building design)	<p>This clause is relevant and has the following objective:</p> <p><i>To achieve building design outcomes that contribute positively to the local context and enhance the public realm.</i></p> <p>Strategies of this clause include:</p> <p><i>Ensure the development responds and contributes to the strategic and cultural context of its location.</i></p> <p><i>Minimise the detrimental impact of development of neighbouring properties, the public realm and the natural environment.</i></p>
Clause 15.01-3S (Subdivision design)	<p>This clause is relevant and has the following objective:</p> <p><i>To ensure the design of subdivisions achieves attractive, safe, accessible, diverse and sustainable neighbourhoods.</i></p> <p>Strategies of this clause include:</p> <p><i>Create urban places with a strong sense of place that are functional, safe and attractive.</i></p>
Clause 15.01-1S (Urban design)	<p>This clause is relevant and has the following objective:</p> <p><i>To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.</i></p> <p>Strategies of this clause include:</p> <p><i>Ensure that development, including signs, minimises detrimental impacts on amenity, on the natural and built environment and on the safety and efficiency of roads.</i></p> <p><i>Promote good urban design along and butting transport corridors.</i></p>
Clause 17.01-1S (Diversified economy)	<p>This clause is relevant and has the following objective:</p>

	<p><i>To strengthen and diversify the economy.</i></p> <p>Strategies of this clause include:</p> <p><i>Support rural economies to grow and diversify.</i></p>
Clause 17.02-1S (Business)	<p>This clause is relevant and has the following objective:</p> <p><i>To encourage development that meets the community's needs for retail, entertainment, office and other commercial services.</i></p> <p>Strategies of this clause include:</p> <p><i>Locate commercial facilities in existing or planned activity centres.</i></p>
Clause 18.02-4S (Car parking)	<p>This clause is relevant and has the following objective:</p> <p><i>To ensure an adequate supply of car parking that is appropriately designed and located.</i></p> <p>Strategies of this clause include:</p> <p><i>Allocate or require land to be set aside for car parking subject to the existing and potential modes of access including public transport, the demand for off-street car parking, road capacity and the potential for demand management of car parking.</i></p>
Clause 21.02-1 (Urban growth)	<p>This clause is relevant and has the following objective:</p> <p><i>To plan for the orderly development of existing settlements.</i></p> <p>Strategies of this clause include:</p> <p><i>Encourage infill development where this can make use of existing infrastructure capacity.</i></p>
Clause 21.02-2 (Activity centres)	<p>This clause is relevant and has the following objective:</p> <p><i>To create functional and attractive activity centres.</i></p>

	<p>Strategies of this clause include:</p> <p><i>Encourage the consolidation of retail and commercial activity within town centres, particularly within Seymour and Broadford.</i></p> <p><i>Improve the visual amenity of town centres.</i></p>
Clause 21.06-1 (Urban environment)	<p>This clause is relevant and has the following objective:</p> <p><i>To enhance the presentation of towns and their main road entrances.</i></p> <p>Strategies of this clause include:</p> <p><i>Improve the quality of development through improved design, siting and landscaping.</i></p> <p><i>Support respectful infill development that contributes to the character and identity of towns.</i></p>
Clause 21.08-1 (Economic growth)	<p>This clause is relevant and has the following objective:</p> <p><i>To facilitate new development and employment opportunities in business, industry and tourism.</i></p> <p>Strategies of this clause include:</p> <p><i>Encourage high quality residential and commercial development.</i></p> <p><i>Protect and improve the attractiveness of towns, particularly their main streets.</i></p> <p><i>Enhance traffic circulation and car parking within towns.</i></p>
Clause 21.11-2 (Broadford)	<p>This clause is relevant and has the following objective:</p> <p><i>Enhance the main street character.</i></p>