

TO: **COUNCIL ASSESSMENT PANEL**
 DATE: **23 JUNE 2021**
 SUBJECT: **COUNCIL ASSESSMENT REPORT**
 AUTHOR: **DEAN SPASIC**
DEVELOPMENT OFFICER PLANNING

ATTACHMENTS: **1. LOCALITY PLAN**
2. PROPOSED PLANS
3. STATEMENT OF REPRESENTATION
4. APPLICANT'S REPLY TO STATEMENT OF REPRESENTATION

DA NO.	:	110/00207/21
APPLICANT	:	D'ANDREA AND ASSOCIATES
LOCATION	:	678 ANZAC HIGHWAY, GLENELG
DEVELOPMENT PLAN	:	CONSOLIDATED 2 JUNE 2016
ZONE AND POLICY AREA	:	MIXED USE ZONE
NATURE OF DEVELOPMENT:		MERIT
PROPOSAL	:	DEMOLITION OF LEAN-TO AND CONSTRUCTION OF NEW STORE AT REAR OF EXISTING OFFICE BUILDING
EXISTING USE	:	COMMERCIAL
CATEGORY	:	TWO
STATEMENTS OF REPRESENTATION :		ONE
REPRESENTORS TO BE HEARD :		NIL
RECOMMENDATION	:	DEVELOPMENT PLAN CONSENT SUBJECT TO CONDITIONS

1. Site and Locality

The subject site is located on the southern side of Anzac Highway, within the Mixed Use Zone, which contains a variety of commercial land uses, including offices, shops and consulting rooms. A Residential Zone is located south of the subject site.

2. Proposed Development

The proposal comprises the construction of a single storey addition to the rear of an existing single storey office building for the purposes of accommodating on-site storage ancillary to the primary use.

3. Public Consultation

The proposal is a category 2 development, as prescribed by Schedule 9 of the Development Regulations 2008, specifically as it involves building works on a site that is located in a Mixed Use Zone and adjacent to a Residential Zone.

One statement of representation was received by Steven Paul, owner of the western adjacent property at 680 Anzac Highway, and is summarised as follows:

- Reference to the Building Code with respect to location of building wall relative to a property boundary and the Development Plan which states a building must be no closer than 1 metre to the side boundary. **Administrative Note: PDC 6 of the Mixed Use Zone specifies the following: Buildings should be sited close to or abutting the Anzac Highway frontage and side boundaries where such a streetscape character prevails (hence the above comment regarding setbacks is incorrect).**
- The plan does not specify that the Scyon Axon cladding should be constructed to meet fire wall requirements. **Administrative Note: This is managed via the Building Rules Consent stage of the application and therefore not a matter to be considered at the planning consideration.**
- The 2 windows facing the western boundary must be removed and openings sealed to meet appropriate fire rating requirements. **Administrative Note: This is managed via the Building Rules Consent stage of the application and therefore not a matter to be considered at the planning consideration.**

Given the nature of the representation not being planning related, the Applicant's reply does not need to be summarised in the body of this report. It can be viewed via Attachment 4.

4. Development Assessment

CONSOLIDATED 2 JUNE 2016

ZONE SECTION – MIXED USE ZONE	
OBJECTIVES	Assessment
1 A functional and diverse zone accommodating a mix of commercial, medium density residential land use in association with non-residential land use, office, facilities for tourists and small-scale shop land uses.	Complies
4 Development that maintains and reinforces the historic character of the area and reflects the role of the Anzac Highway as a principal gateway to the Glenelg foreshore area.	Complies
6 Development that minimises any adverse impacts upon the amenity of the locality within the zone.	Complies
7 Development that contributes to the desired character of the zone.	Complies
DESIRED CHARACTER	
The zone encourages a mix of land uses including medium density housing, offices, consulting rooms and facilities for tourists. Development will include a mix of these uses on single sites which will complement the role and function of the nearby District Centre Zone, and are compatible in scale and form with neighbouring residential areas.	

ZONE SECTION – MIXED USE ZONE (Cont)	
OBJECTIVES	Assessment
Residential development will promote medium densities predominantly in the form of residential flat buildings with ground floors occupied by non-residential land uses. In this regard, development that achieves amalgamation of allotments or shared access to parking arrangements is particularly desirable.	
A cohesive character will be created through complementary building scales, setbacks, colours and materials. Likewise, conflict between residential and non-residential development will be limited by acoustic treatment, and siting and separation of built forms where possible.	
Development will provide an attractive presentation to the road frontage and public realm through the incorporation of landscaping and by locating storage (including goods storage), waste, loading and service areas to the rear of sites where less visible to public view or screened through quality landscaping.	
ZONE SECTION – RESIDENTIAL ZONE CENTRAL WEST POLICY AREA 3	
PRINCIPLE OF DEVELOPMENT CONTROLS	ASSESSMENT
Land Use 1 The following forms of development are envisaged in the zone: <ul style="list-style-type: none"> • bulky goods outlet on the northern side of Anzac Highway • consulting room • dwelling above non-residential land use • office • residential flat building above non-residential land use • service trade premises • shop or group of shops, where the maximum gross leasable area is in the order of 150 square metres (other than bulky goods outlets north of Anzac Highway) • warehouse. 	Complies
2 Development listed as non-complying is generally inappropriate.	Complies
3 Development should not be undertaken unless it is consistent with the desired character for the zone.	Complies
The bulk and scale of development should be compatible with adjoining land uses.	Complies
6 Buildings should be sited close to or abutting the Anzac Highway frontage and side boundaries where such a streetscape character prevails.	Complies
8 Buildings should not exceed three storeys in height above natural ground level and the total vertical wall height at any point, excluding gables, should not exceed 12 metres above natural ground level.	Complies
9 Car parking areas should be provided at the rear or side of premises.	Complies
11 Development should be of a low traffic generating nature.	Complies
13 Vehicle parking should be provided in accordance with the rates set out in Table HoB/1 - Off Street Vehicle Parking Requirements or Table HoB/1A - Off Street Vehicle Parking Requirements for Designated Areas (whichever applies).	Complies

5. Summary of Assessment

Boundary Setbacks

The proposed addition is in-line with the existing building and 600mm from the western side boundary. The Mixed Use Zone specifically states: *Buildings should be sited close to or abutting the Anzac Highway frontage and side boundaries where such a streetscape character prevails*, hence the 600mm side boundary setback is appropriate, particularly as it is adjacent to a large two storey office building:



The single storey addition is setback 17 metres from the rear boundary, which abuts a Residential property, hence it is not considered to present any adverse impacts on in adjacent property, including residential.

Car Parking

The Office component generates 1 space per every 25 square metres of floor area. In the case of this proposal, the office comprises 80 square metres, therefore generating 3 on-site spaces.

The storage component (proposed) generates 1 space per every 150 square metres of floor area. In the case of this proposal, the storage comprises 40 square metres, therefore generating 1 on-site car parking spaces.

The proposal generates a total of 4 on-site car parking spaces. The site will accommodate 8 spaces.

6. Conclusion

The proposed development comprises a built form and scale that is typical and anticipated within the Mixed Use Zone. The statement of representation offers is of no use in the assessment of this proposal, as the concerns raised relate to Building Rules Assessment, and do not reflect any planning issues.

The proposal satisfies all relevant Development Plan provisions.

7. RECOMMENDATION

- 1. The proposed development is NOT seriously at variance with the policies in the Development Plan.**

2. Following a detailed assessment of the proposal against the provisions of the Holdfast Bay (City) Development Plan, the Development Assessment Panel resolves to grant Development Plan Consent to Development Application 110/00207/21 for the demolition of lean-to and construction of new store at rear of existing office building at 678 Anzac Highway, Glenelg , subject to the following conditions:
 1. That the development shall be implemented in accordance with the plans and documentation submitted to and approved by Council unless varied by any subsequent conditions imposed herein.
 2. Landscaping shall be implemented as per the site plan. All such landscaping shall be established within 3 months of substantial completion of the development and any such vegetation shall be replaced if and when it dies or becomes seriously diseased.
 3. The car parking area shall be treated with a hardstand surface such as bitumen, paving or the like, appropriately line marked, signed and incorporate wheel stopping devices.