

19th December 2016

City of Greater Geraldton
63 Cathedral Ave
Geraldton WA
6530

Attention: Planning

RE: Development Application Lot 51, No.2 Hibbertia / Lot 160 Place Rd Strathalbyn

To Whom it May Concern,

The following letter has been prepared to accompany drawings A.01, A.02, A.03 and A.04 to assist with the assessment of the commercial development proposed for Lot 51, No.2 Hibbertia St / Lot 160 Place Rd Strathalbyn.

The proposal is broken into two stages with only stage one being submitted for approval in this package. The uses currently being considered in stage two are indicated on the site plan however. Stage one consists of a Tavern / Bottleshop, three (3) Commercial Tenancies and one (1) Retail Space. The uses for the proposal have been developed in accordance with the *City of Greater Geraldton's Commercial Activity Centres Strategy* dated September 2013 which identifies the site as a Neighbourhood Centre and other relevant local planning schemes and strategies. The proposal and its uses (particularly the Tavern) broadly align with a previously approved Developed Application and Liquor License that dates back to 1995 both of which have now lapsed.

Given these factors, the land owner and I believe the hierarchy of the cities *Commercial Activities Strategy* is not being undermined by the uses outlined in the proposal and that the cities intent of a Neighbourhood centre is being satisfied. In addition, the proposal considers comments received for the City of Greater Geraldton following a preliminary meeting held on the 15th July 2016. The aim of the proposal is to seek commercial and office uses that will benefit the immediate surrounding community. It is envisaged that the Tavern will have a family friendly atmosphere with a focus on bistro style dining. The design of the Tavern has considered the provision of spaces to facilitate enjoyment for all ages in a pleasant and safe environment. The commercial and retail spaces have been designed to allow for a range of uses.

Planning and Design (specific comments)

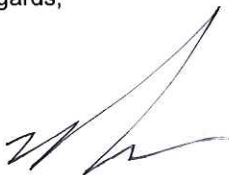
- Provision of a landscaping strip within the property boundary improves the appearance of the building as seen from Hibbertia Street.
- The Hibbertia Street frontage includes varied setbacks to fencing and the tavern building, with varied use of materials to articulate the external walls.
- The proposed setback to Hibbertia Street increases the total area of usable space to the east of the tavern for parking, landscaping and proposed shops, as well as maintaining maximum separation from adjoining residential lots abutting the eastern boundary. The shopping area, car parking and landscaping will further buffer surrounding residential land uses.
- The corner includes an uncovered outdoor alfresco space that varies built form, roof structures and use of space. This reduces building bulk on the corner of Place Road and Hibbertia Street, when viewed from the corner.
- Built form located on the corner of the lot assists to screen the majority of vehicle parking areas and reduces the visual impact of these areas when viewing the building from its most prominent position (street corner).
- A reduced front setback promotes interaction with the street, whilst still maintaining privacy for adjoining residential lots the west of Hibbertia Street.
- Orientation of the building and proposed screening measures retain acoustic implications within the boundary of the site and minimise impacts to neighbouring residential lots.
- The eastern side of Hibbertia Street is zoned commercial for the length of the street and includes no prevailing streetscape. The proposed setback of between 0.4m and 1m extends over a 21m length and is minor in context to the parent lot. The remainder of the lot and future development site may include greater building setback to include further variation for a functional built form outcome.
- The above is also partially applicable to the primary street (South) setback to Place Road.

Traffic Management and Parking (specific comments)

- Parking bays and aisles are all in excess of the requirements of AS2890.1
- The access points to each surrounding road maximise the distance between them and the intersections of Hibbertia Street with Place Road and Sunnybanks Drive.
- Ten (10) motorcycle parking bays have been provided one more than the required nine (9). In the subsequent stage two application the motorcycle bay locations will be addressed in relation to the entire site.
- The surrounding roads are classified as access roads so the volumes should all be under 3,000 vehicles per day. Place Rd is 60kph and the others are 50 kph. The proposed access points should not be affected by the volume of cars or the current speed limits of the area.

Both the land owner and myself believe that the (current) proposed scheme is an improvement on the one previously approved. The development of this site into a Neighbourhood Centre for Strathalbyn will provide services that will benefit the local community and surrounds.

Regards,



Rhys Jenkins
Architect (ABWA #2468)
Director Harris Architects