



Ordinary Council Meeting 24/08/21

Item 12.1 refers

Attachment 2

**Responsible Authority Report
- 78/2014/A**

Creating opportunities





Form 2 - Responsible Authority Report

(Regulation 17)

Property Location:	Lot 1010 (9) Hawksburn Road Rivervale
Application Details:	85 Dwellings (75 Multiple Dwellings and 10 Grouped Dwellings)
DAP Name:	Metro Central JDAP
Applicant:	Rowe Group
Owner:	Statesman Homes Pty. Ltd.
LG Reference:	78/2014/DAP/A
Responsible Authority:	City of Belmont
Authorising Officer:	Neville Deague – Director Community and Statutory Services
Department of Planning File No:	DP/14/00141
Report Date:	Submitted to DAP on 30 September 2014
Application Receipt Date:	11 August 2014
Application Process Days:	35 Days
Attachment(s):	<ol style="list-style-type: none"> Joint Development Assessment Panels Approval (7 May 2014) Amended Development Plans and Supporting Information from Applicant (11 August 2014)

OFFICER RECOMMENDATION:

That the Metro Central JDAP resolves to:

- Accept that the DAP Application reference DP/14/00141 as detailed on the DAP Form 2 dated 11 August 2014 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*;
- Approve the DAP Application reference DP/14/00141 as detailed on the DAP Form 2 date 11 August 2014 and accompanying plans date stamped 11 August 2014 in accordance with the provisions of the City of Belmont Local Planning Scheme No. 15, for the proposed minor amendments to the approved 85 Dwellings (75 Multiple Dwellings and 10 Grouped Dwellings) at Lot 1010 (9) Hawksburn Road Rivervale, subject to:

Amended Conditions

- ~~Prior to occupation or use of the development, 21 visitor parking bays on the ground floor are to be clearly marked on site as 'Visitor Bays', and at least 16 of the 21 visitor parking bays be made accessible for visitors outside a security gate at all times. All visitor bays are to be at a consolidated location. The bays are to be maintained in accordance with the City's engineering requirements and design guidelines to the satisfaction of the City's Director Technical Services.~~

Prior to occupation or use of the development, 22 visitor bays on the ground floor are to be clearly marked on site as 'Visitor Bays', and made accessible for visitors at all times. All visitor bays are to be at a

consolidated location. The bays are to be maintained in accordance with the City's engineering requirements and design guidelines to the satisfaction of the City's Director Technical Services.

22. ~~Prior to use or occupation of the development, an Access and Parking Management Plan shall be prepared at the applicant's cost to the satisfaction of the City, and thereafter implemented for the life of the development.~~

Prior to use or occupation of the development, an Access and Parking Management Plan shall be prepared at the applicant's cost to the satisfaction of the City, and thereafter implemented for the life of the development.

The Parking Management Plan shall include measures to ensure the gates remain open between the hours of 9.00am and 6.00pm daily and an intercom system to allow access at all hours. Visitor car parking must be clearly sign posted from outside.

Deleted Condition:

15. ~~Car parking bays V17 and Bay 82 as marked in red on the approved plans are not supported and do not form part of this planning approval.~~

Advice Notes

- i All other conditions and requirements detailed on the previous approval dated 7 May 2014 shall remain unless altered by this application.

BACKGROUND

Property Address:	Lot 1010 (9) Hawksburn Road Rivervale
Zoning	MRS: Urban
	TPS: Special Development Precinct - The Springs
Use Class:	Multiple dwellings – 'D' Grouped dwellings – 'D'
Strategy Policy:	The Springs Structure Plan (2009)
Development Scheme:	N/A
Lot Size:	Lot 4013m ²
Existing Land Use:	Vacant land
Value of Development:	\$21.6 million

- The subject land is currently vacant as per Figure 1.
- The Metro Central JDAP approved an application for development of 85 Dwellings (75 Multiple Dwellings and 10 Grouped Dwellings) at the above property on 7 May 2014 (Attachment 1).
- The Applicant now seeks reconsideration of two Conditions and amendments to the development plans to further improve the design of the development.
- The applicant has submitted accompanying information with the amended development plans to support this application (Attachment 2).



Figure 1 – Aerial Photography of Subject Site

APPLICATION DETAILS

In summary, the proposed amendments are as follows:

- Modification to approved Conditions 14 and 22 relating to visitor car parking access and car parking management plan as detailed above.
- Extension to timeframes for Conditions 3 (landscaping plan), 8 (schedule of external materials) and 25 (public art strategy) to allow an additional 120 days from the date of the amended approval to satisfy these requirements. This would require these Conditions to be satisfied by 2 January 2015.
- Deletion of Condition 15 requiring removal of two car parking bays which were not functional.
- Modifications to car parking configuration of undercroft car parking area increasing the number of bays proposed to 98 resident bays and 22 visitor bays (representing a surplus of 18 car bays).
- Modifications to the proposed communal facilities (gymnasium and community room) on the ground floor to incorporate a kitchen, communal lounge area and disabled facilities not previously proposed.
- The estimated cost of development remains the same at \$21.6 million.

The Metro Central JDAP is to determine if it is appropriate to grant planning approval for the proposed amendments in light of the planning framework.

LEGISLATION & POLICY

Legislation

Development Assessment Panel Regulations 2011, Regulation 17(1)(c)

Applications to amend an aspect of the development approved which, if amended, would not substantially change the development approved.

Metropolitan Region Scheme (MRS)

The subject site is zoned Urban under the MRS as shown in Figure 2. The site is appropriately zoned under the MRS for the proposed uses.



Figure 2 – Extract from MRS map

Local Planning Scheme No. 15 (LPS15)

The subject site is zoned 'Special Development Precinct – The Springs' under City of Belmont LPS15, and is also identified as 'Development Area 11'. An extract of the LPS15 zoning map is shown in Figure 3.

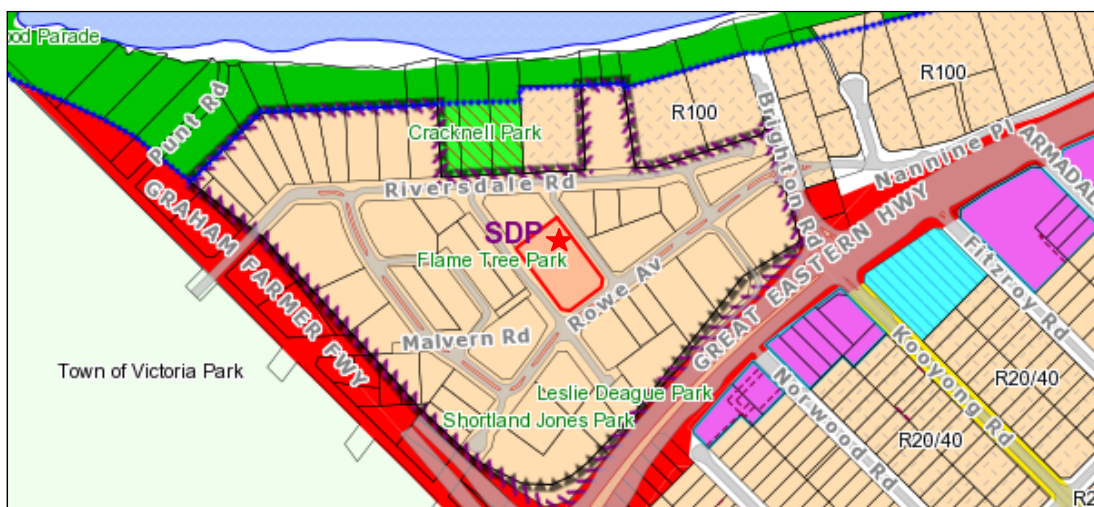


Figure 3 – Extract from LPS15 map

LPS15 requires a structure plan to be endorsed prior to supporting development and/or subdivision in a Development Area. The Springs Structure Plan was adopted by Council in November 2009 and endorsed by the WA Planning Commission in December 2009.

Clause 5.3.4 of LPS15 provides Council the discretion to vary the provisions of the R-Codes having regard for the relevant Local Planning Policy adopted under LPS15.

Clause 5.20 of LPS15 states that the height of structures within the Scheme Area shall be subject to, and not exceed, the WAC Structures Height Control Contours Map contained in Schedule 12.

State Government Policies

There are no State Planning Policies considered relevant to this application.

Local Policies

Local Planning Policy No. 7 (LPP7) – The Springs Design Guidelines

LPP7 provides guidance and standards for design and development in The Springs Special Development Precinct.

Local Planning Policy No. 11 (LPP11) – Public Art Contribution

LPP11 requires the provision of public art for development with a value in excess of \$4.5 million in certain zones. Development within The Springs Special Development Precinct is identified in LPP11 as being applicable for a public art contribution equivalent to 1% of the estimated cost of development.

CONSULTATION

Public Consultation

The initial application was advertised for a period of 14 days. One submission was received from advertising, which the Metro Central JDAP considered in determining the application.

Given this amended planning application does not significantly alter the approved development proposal, and the amended design does not alter the height of bulk of the building envelope, no further public consultation was considered necessary.

Consultation with other Agencies or Consultants

Referral of the original proposal or amendments to other agencies was not considered necessary as the property does not abut any regional roads, the Swan River Trust Development Control Area / Metropolitan Region Scheme (MRS) Parks and Recreation Reserve, and is outside the Perth Airport Pty Ltd mandatory referral area as outlined in Schedule 12 of LPS15.

PLANNING ASSESSMENT

Development Component	Development Standard	Proposed Amendment	Comment
Car Parking	<p>Multiple dwellings under Part 7 of the R-Codes:</p> <p><75m² = 0.75/dwelling; 75-110m² = 1/dwelling; >110m² = 1.25/dwelling; Visitor = 0.25/dwelling.</p> <p>Required = 80 for residents and 22 for visitors (Total 102)</p>	<p>Total number of car bays proposed = 120</p> <p>(increased from 114 bays in accordance with approved plans)</p> <ul style="list-style-type: none"> Proposed = 98 car parking bays for residents (4 bay increase); 22 car parking bays for visitors. 	<p>Complies</p> <p>Application increases surplus of bays to 18 onsite and complies with minimum required visitor bays of 22.</p> <p>JDAP previously approved 21 visitor bays in lieu of the required 22 bays.</p> <p>Refer to Discussion section of report.</p>

Table 1 – Assessment of Amendments

DISCUSSION

Conditions 14 and 22 Modifications Pertaining to Visitor Car Parking

The location and accessibility of visitor car parking within The Springs development precinct has been discussed on several occasions by the Development Assessment Panel. It is considered that to ensure that orderly and proper planning outcomes are achieved a consistent approach to the location and provision of visitor parking bays for all applications should be set.

The Development Assessment Panel at its meeting on the 24 April 2014 discussed the issue of the location and accessibility of visitor car parking bays, particularly with respect to them being within a controlled access location. The Development Assessment Panel approved the proposed development subject to an amended condition that required the relocation of the access gates to facilitate unlimited access to 16 of 21 approved visitor bays at all times of the day and night. This condition put aside the recommendation made by the City's officers who had concerns regarding the safety and security of an unrestricted undercroft car parking area. The City's Officers raised concerns that an open undercroft visitor car parking area provided no restrictions to pedestrian or vehicle traffic and access, provided limited passive surveillance and security, and ultimately resulted in a large concealment area that would be difficult to monitor and control.

It should be noted that a previous application at Lot 1005 (8) Hawksburn Road, Rivervale included a similar situation with respects to the location and provision of visitor car parking. It was resolved by the Development Assessment Panel that the car parking could be appropriately managed through a condition requiring the submission of an 'Access and Parking Management Plan' by the applicant. The condition also required the proposed gates to remain open from 9am to 6pm. This condition was considered acceptable by all parties and embraced by the City's Officers as an effective way of managing the car parking situation.

The following justification is provided in light of the reconsideration request for Conditions 14 and 22:

1. The modification of Conditions 14 and 22 as detailed above will provide consistency and certainty for future developments within The Springs development area. The change to the conditions will bring the subject development into line with other similar proposals such as at Lot 1005 (8) Hawksburn Road, Rivervale.
2. The amendments to Conditions 14 and 22 will also improve the safety and security of the proposed development ensuring that the undercroft car parking area is secure and controlled. This accords with 'Crime Prevention Through Environmental Design' (CPTED) principles, which is essentially an approach to mitigate criminal behaviour through environmental design techniques.
3. It is important to consider the size and scale of the proposed development and the context in which the site is located. In addition to the 22 visitor bays which will be located within the undercroft car park, an additional eight (8) on street car parking bays are located adjacent to the subject site along Hawksburn Road, Rowe Avenue and Regatta Terrace which will supplement onsite visitor car spaces for short visits.
4. The requirement to allow for 16 visitor bays to be accessed at all hours requires an additional security gate to be provided within the building therefore ensuring that the permanent resident car parking bays remain secure. This addition increases the cost of the development by approximately \$25,000. It is considered that access to the visitor and resident bays can be provided more effectively through the use of a single gate which is open between the hours of 9am and 6pm. After hours access can be appropriately secured through the use of an intercom system and appropriate signage to direct visitors accordingly.

Having regard for the matters detailed above the City considers the reconsideration of Conditions 14 and 22 as detailed above acceptable and consistent with previous decisions of applications of a similar nature.

Condition Timeframe Extension

The applicant has requested a timeframe extension to satisfy the requirements of Condition 3 (landscaping plan), Condition 8 (schedule of external materials) and Condition 25 (public art strategy). The applicant has suggested that an additional 120 days (from the date of the amended approval) would be sufficient for these conditions to be satisfied. If this is accepted, the additional information to meet these conditions would be required to be submitted to the City by 2 January 2015.

It is considered that the extension of these timeframes will allow the applicant sufficient time to ensure that the three conditions are satisfactorily met and the information that is provided to the City is complete. The information required as part of these conditions is the result of detailed design work which is currently being undertaken.

The proposed extension is considered acceptable and for this reason the City supports the extension of 120 days from the date of the amended planning approval.

Modification to Plans and Deletion of Condition 15

The applicant has made some minor modifications to the plans to improve the overall design of the development. The first of these modifications was to the car parking and access configuration. The reconfiguration of the car parking and access area has resulted in an increase in the number of car parking bays from 114 to 120. This includes 98 resident bays (four more than previously approved) and 22 visitor bays (1 more than previously approved). With the modification of the car parking layout the application now includes a surplus of 18 car parking bays. The City's Technical Services Department have reviewed the revised lay out and are supportive of it.

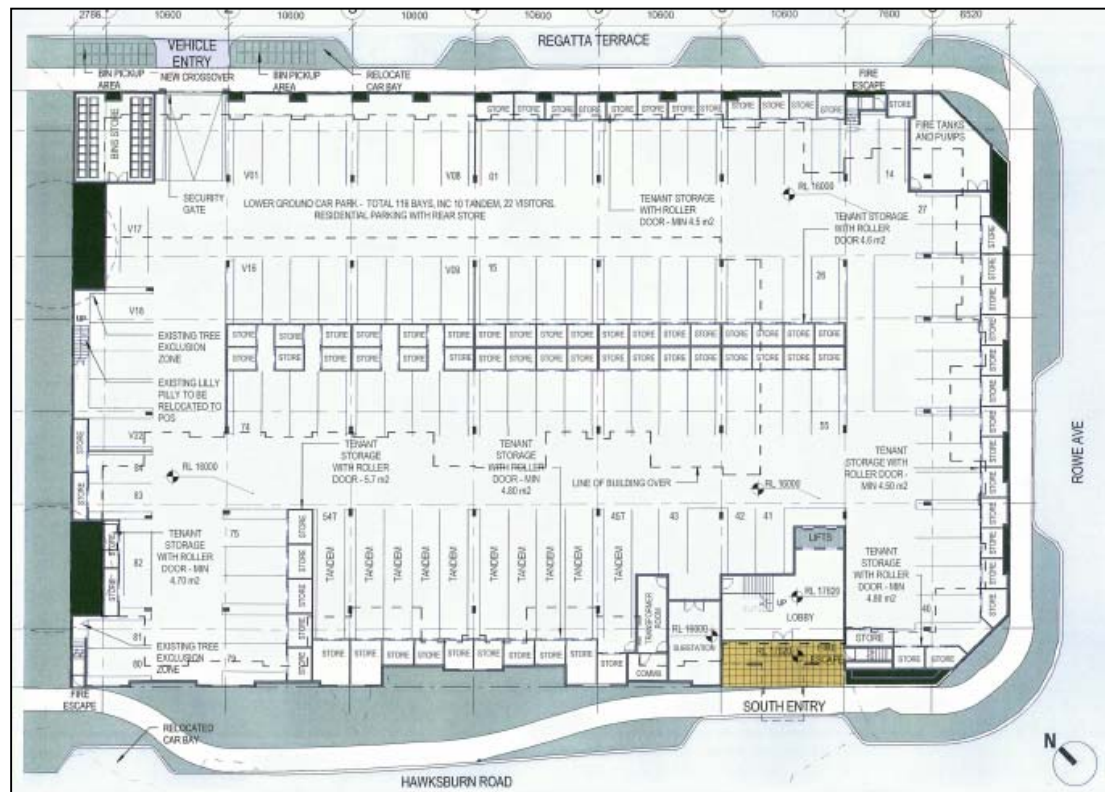


Figure 4: Approved Car Parking and Access Configuration as per JDAP Decision 7 May 2014

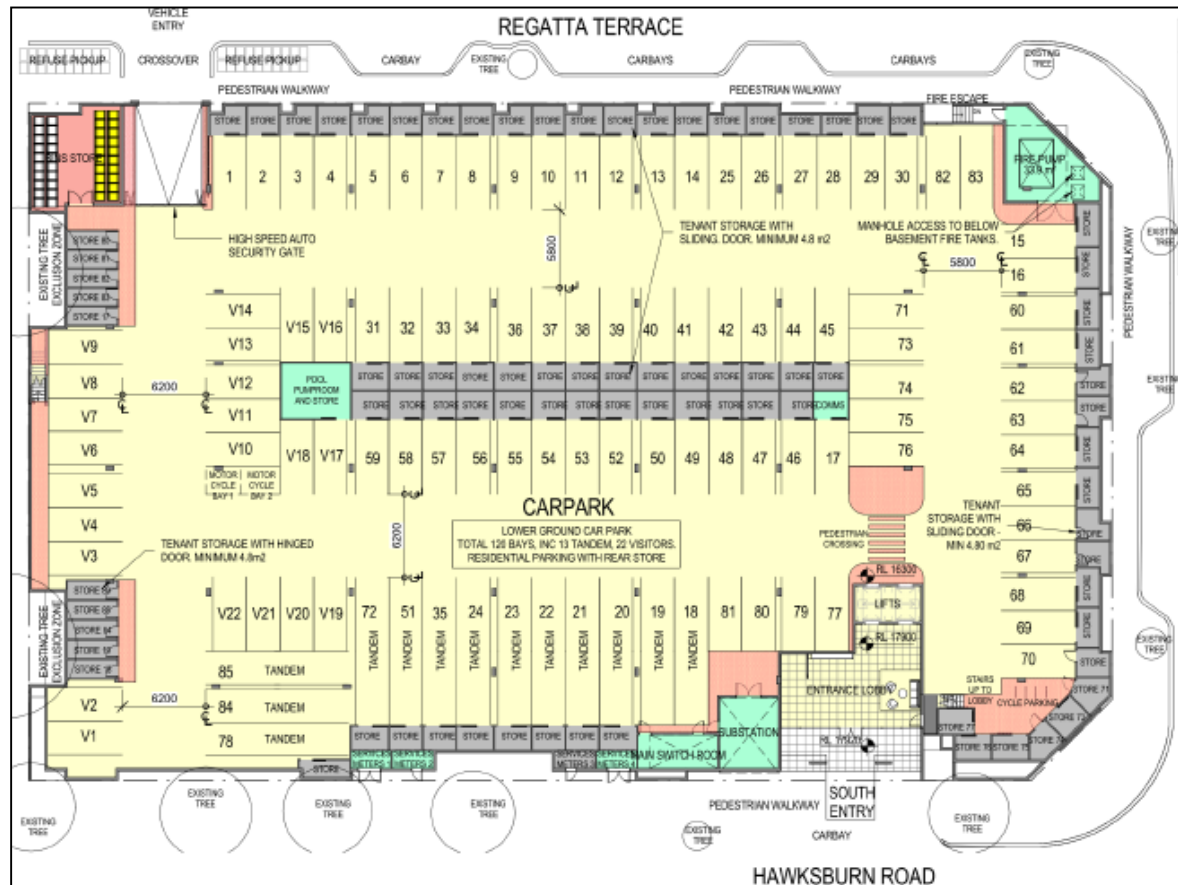


Figure 5: Amended Car Parking and Access Configuration

The reconfiguration has allowed the removal of one resident bay (Bay 82) and one visitor bay (V17) which were previously not supported as they were not considered to be functional. This has in turn removed the requirement for Condition 15 which was to ensure these two bays were deleted from the plans and the remaining car parking reconfigured accordingly.

The applicant has also refined the communal facilities and common area which was proposed. This reconfiguration has incorporated a large communal kitchen, living and alfresco dining area with disabled access facilities. The applicant has also incorporated a gym where previously only an open pavilion was proposed.



Figure 6: Approved Communal Area as per JDAP Decision 7 May 2014



Figure 7: Amended Communal Area Plan

The proposed alterations do not increase the plot ratio or building bulk, and therefore have little impact on the overall development other than to increase the amenity for future residents. For this reason the modifications to the approved plans and the removal of Condition 15 are considered to be acceptable and are supported by the City.

CONCLUSION

The proposed amendments to the approved plan dated 11 October 2012 can be considered under the provisions of regulation 17(1)(c) of the *Development Assessment Panel Regulations 2011*.

The proposed amendments are consistent with the provisions of the relevant planning legislation and policy objectives. Approval of the modified conditions and amended plans and is recommended.

1. ATTACHMENT 1 – Joint Development Assessment Panels Approval (7 May 2014)

Lot 1010 (9) Hawksburn Road Rivervale

LG Reference: 78/2014/DAP/A
DAP Reference: DP/14/00141



Government of **Western Australia**
Development Assessment Panels

LG Ref: 78/2014
DoP Ref: DP/14/00141
Enquiries: Development Assessment Panels
Telephone: (08) 6551 9919

POSTED
7/5/14

Mr Peter Fitzgerald
Rowe Group
3/369 Newcastle Street
NORTHBRIDGE WA 6003

Dear Mr Fitzgerald

RECEIVED
13 MAY 2014
CITY OF BELMONT

**Metro Central JDAP – City of Belmont – DAP Application 78/2014
Lot 1010 (9) Hawksburn Road, Rivervale
Proposed 75 Multiple Dwellings and 10 Grouped Dwellings**

Thank you for your application and plans submitted to the City of Belmont on 31 January 2014 for the above development at the above mentioned site.

This application was considered by the Metro Central; Joint Development Assessment Panel at its meeting held on 24 April 2014, where in accordance with the provisions of the City of Belmont Local Planning Scheme No 15, it was resolved to approve the application as per the attached notice of determination.

Should the applicant not be satisfied by this decision, a DAP Form 2 application may be made to amend or cancel this planning approval in accordance with Regulation 17 of the Development Assessment Panel Regulations 2011.

Also be advised that there is a right of review by the State Administrative Tribunal in accordance with Part 14 of the *Planning and Development Act 2005*. An application must be made within 28 days of the determination in accordance with the *State Administrative Tribunal Act 2004*.

Should you have any enquiries in respect to the conditions of approval please contact Ms Jemma Douglas at the City of Belmont on (08) 9477 7400.

Yours sincerely

Richard Reeve

DAP Secretariat

7/5/2014

Encl. DAP Determination Notice
Approved plans

Cc: Ms Jemma Douglas ✓
City of Belmont
Locked Bag 379
CLOVERDALE 6985

DOC: _____
COB Registration
Loc _____ GDA _____



wa.gov.au

Postal address: Locked Bag 2506 Perth WA Street address: 140 William Street Perth WA 6000
Tel: (08) 6551 9919 Fax: (08) 6551 9961 TTY: 6551 9007 Infoline: 1800 626 477
daps@planning.wa.gov.au www.planning.wa.gov.au
ABN 35 482 341 493



Planning and Development Act 2005

City of Belmont Local Planning Scheme No 15

Metro Central Joint Development Assessment Panel

Determination on Development Assessment Panel Application for Planning Approval

Location: Lot 1010 (9) Hawksburn Road, Rivervale

Description of proposed Development: Proposed 85 Dwellings (75 Multiple Dwellings and 10 Grouped Dwellings)

In accordance with Regulation 8 of the *Development Assessment Panels Regulations 2011*, the above application for planning approval was **granted** on 24 April 2014, subject to the following:

That the Metro Central Joint Development Assessment Panel resolves to:

Approve DAP Application reference DP/14/00141 and accompanying plans dated 31/01/2014 in accordance with the City of Belmont Local Planning Scheme No. 15, subject to the following conditions:

Conditions

1. The development plans, as dated marked and stamped "Development Assessment Panels Approved", together with any requirements and annotations detailed thereon, are the plans approved as part of this application and shall form part of the planning approval issued.
2. A geotechnical report prepared for the City by an appropriately qualified consultant shall be lodged with the City, at the cost of the owner/applicant, prior to an application for a building permit, to the satisfaction of the City's Manager Projects & Development.
3. A detailed landscaping and irrigation plan for the subject development site and street verge is to be prepared by the owner/applicant and submitted to the City for approval within 120 days from the date of this planning approval.
4. Prior to occupation or use of the development, landscaping, plants and irrigation are to be installed and thereafter maintained in accordance with the approved landscaping and irrigation plan for the duration of the approved development at the cost of the owner/applicant, to the satisfaction of the City's Manager Parks and Environment.
5. Prior to occupation or use of the development, the existing street tree located within the Hawksburn Road reserve shall be removed and replaced with two (2) 100L *Corymbia ficifolia* (WA Flowering Gum) in accordance with the City's Street Tree Strategy to the satisfaction of the City's Manager Parks & Environment.



6. Prior to occupation or use of the development, the existing street tree located within the Regatta Terrace reserve shall be relocated to the satisfaction of the City's Manager Parks & Environment.
7. Prior to occupation or use of the development, noise attenuation measures in accordance with AS 2107:2000 shall be implemented by the owner/applicant, to the satisfaction of the City's Manager Health & Rangers Services.
8. A detailed schedule of external materials, finishes and colours to be used in the construction of the development shall be submitted by the owner/applicant to the City within 120 days from the date of this planning approval, to the satisfaction of the City's Director Community & Statutory Services, Manager Planning Services or Coordinator Planning Services.
9. The fencing to the dwellings of the development shall be constructed of timber, steel or masonry and be at least 40% visually permeable to the satisfaction of the City's Director Community & Statutory Services, Manager Planning Services or Coordinator Planning Services.
10. No services, such as air conditioners or water heaters shall be visible from the street.
11. All clothes drying devices and clothes drying areas shall be located and positioned so as not to be visible from the street or a public place.
12. Storerooms with a minimum area of 4.5m² and a minimum dimension of 1.5m, accessible from outside the dwelling shall be provided for each dwelling. The opening of store room doors must not conflict with the car parking bays. The allocation of storerooms must correspond to the allocation of the adjacent car bay.
13. Prior to occupation or use of the development, vehicle parking, manoeuvring and circulation areas shall be designed, constructed, sealed, drained, line marked and kerbed in accordance with the approved plan (a total of 80 resident spaces that comply with AS 2890.1).

The areas must be sealed in concrete or brick paving in accordance with the City of Belmont specifications, unless otherwise approved by the City's Director Technical Services. All parking bays must be clearly line marked.

14. Prior to occupation or use of the development, 21 visitor parking bays on the ground floor are to be clearly marked on site as 'Visitor Bays', and at least 16 of the 21 visitor parking bays be made accessible for visitors outside a security gate at all times. All visitor bays are to be at a consolidated location. The bays are to be maintained in accordance with the City's engineering requirements and design guidelines to the satisfaction of the City's Director Technical Services.
15. Car parking bays V17 and Bay 82 as marked in red on the approved plans are not supported and do not form part of this planning approval.



16. A minimum of 9 bicycle bays for visitors are to be installed at the entrance to the lobby off Hawksburn Road prior to use/occupation of the development, and maintained for the life of the development to the specifications contained within the City's Supplementary Planning Guidelines for End of Trip Facilities, to the satisfaction of the City's TravelSmart Officer.
17. All access ways, parking areas and hard stand areas shall be maintained in accordance with the City's engineering requirements and design guidelines.
18. The proposed crossover from Regatta Terrace shall be a minimum of 6 metres wide and constructed in accordance with the City's requirements and specifications for the Springs Development Area.
19. A new on street car parking bay is to be provided within the Hawksburn Road reserve to the satisfaction of the City's Manager Project Development.
20. The existing on street car parking bay required for removal within the Regatta Terrace road reserve is to be removed and the verge and kerbing reinstated to the satisfaction of the City's Manager Project Development.
21. The entry gate to the car park on the basement plan shall be setback from the boundary to the satisfaction of the City's Manager Projects and Development.
22. Prior to use or occupation of the development, an Access and Parking Management Plan shall be prepared at the applicant's cost to the satisfaction of the City, and thereafter implemented for the life of the development.
23. All stormwater from roofed and paved areas shall be collected and disposed of on-site in accordance with the City of Belmont's engineering requirements and design guidelines.
24. The applicant shall prepare and submit a Construction Management Plan to the satisfaction of the City's Manager Projects and Development prior to commencement of any site works or construction associated with the development.
25. Within 120 days from the date of this planning approval, a public art strategy for the subject development (which shows how the Public Art to the value of \$216,000 will be applied) shall be submitted to the City in accordance with the provisions of the City of Belmont Public Art Contribution Local Planning Policy, to the satisfaction of the City's Director Community & Statutory Services or Manager Planning Services.
26. The approved public art concept/strategy shall be thereafter implemented and the artwork constructed prior to use/occupation of the development, and maintained for the life of the development to the satisfaction of the City's Director Community & Statutory Services.
27. The approved waste and rubbish collection management plan shall be implemented for the duration of the development.



28. Prior to use or occupation of the development, on-site sustainability measures in line with Part 4 of Local Planning Policy No. 7 are to be implemented to the satisfaction of the City's Director Community & Statutory Services or Manager Planning Services.

Advice Notes

1. A planning approval is not an approval to commence any works associated with the development. A building permit must be obtained prior to commencement of any site and building works. An application for a building permit will not be accepted unless proof of payment of all bonds and guarantees accompanies the application documents
2. Fire requirements to be in accordance with the Building Code of Australia.
3. As of the 1 July 2003, Energy Efficiency requirements were implemented via the Building Code of Australia (BCA) Volume 2 and all residential buildings need to comply with the 'deemed to satisfy' requirements, or alternatively a compliant Energy Audit Report can be submitted by an accredited person. Please be advised that the granting of planning approval from the City is no indication that the approved plans conform to the BCA Volume 2 as amended.
4. Where construction works of the development may encroach onto the road reserve (verge) the applicant shall obtain a Materials on Verge licence for the entire verge for the entire duration of construction works.
5. The required geotechnical report under Condition 2 must identify the geotechnical conditions of the site (including acid sulphate soils) and certify to the City that any earthworks proposed are structurally sound. The earthworks must be carried out in accordance with the geotechnical report as modified (if at all) by the City. Due to excavation to proposed basement levels, the suitability of soil conditions and water table for drainage purposes shall be confirmed with the results of geotechnical investigation.
6. The plan required by Condition 3 shall be a minimum size of A3, and is to contain a north point and a scale. The plan must show by numerical code, the botanical name of each plant species, proposed pot size, quantity and must also include the proposed treatments of:
 - (a) all areas of the property visible from the street; and
 - (b) the street verge.
7. In relation to Condition 4, the plants are to be nurtured until they reach their typical mature dimensions, and shall thereafter be maintained at those mature dimensions unless Council approves otherwise in writing.
8. Street tree removal and replacement shall be undertaken by the City at the owners full cost, in accordance with specifications provided by the City's Parks Technical Officer. The owner shall maintain the street tree for a period of 12 months to the satisfaction of the City's Manager Parks and Environment. In the event that a replacement tree cannot be suitably



replaced in the verge of the subject property, the City may request a financial contribution for a replacement tree to be planted elsewhere in the City of Belmont.

9. In relation to Condition 17, in the event that access ways, parking areas and hard stand is not satisfactorily maintained, the City's Director Technical Services may require by notice, in writing, that the area be brought up to a satisfactory standard within a specified period of time and the notice shall be complied with within that period. Without limitation, the notice may require that lines marking car bays be re-painted, pot holes be repaired, damaged kerbs be replaced and degraded access or parking areas be resurfaced generally in accordance with Council's Engineering Requirements and Design Guidelines.
10. In relation to Condition 21, the entry gate is to be set back from the Regatta Terrace boundary to ensure a motor vehicle is able to queue outside the gate without obstructing the footpath or the road reserve.
11. In relation to Condition 22, an Access and Parking Management Plan is required to ensure appropriate access for visitors, this may include an intercom system for visitors to gain access.
12. Council's Engineering Requirements and Design Guidelines contains detailed specifications which must be adhered to in the preparation of plans submitted for approval in respect of such matters as drainage, paving, parking, accessways, crossovers, land fill and retaining.
13. In relation to Condition 24, the Construction Management Plan is also to ensure all footpaths located around the proposed development shall remain open for pedestrian traffic unless otherwise approved by the City.
14. Signage is not approved as part of this application. A separate application for planning approval and building permit is required prior to display of any advertisements/signage.
15. In relation to Conditions 25 and 26, the City's Community Wellbeing Services will be required to give final consent for the proposed public art, including any cash-in-lieu arrangement. Full details and specifications should be submitted at the earliest opportunity to ensure that the finalisation of the public art does not delay the progression of the development.
16. In relation to Condition 27, please liaise with the City's Manager Health & Rangers Services for details regarding the implementation of the Waste and Rubbish Collection management plan.
17. The applicant and owner are advised that the City's Rates Department will confirm under separate letter the street numbering applicable for this property.
18. That the applicant and owner be advised that there is an opportunity for bicycle parking to be located in the two parking bays where V17 and Bay 82 are located.



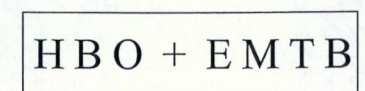
If the development the subject of this approval is not substantially commenced within a period of 2 years, the approval shall lapse and be of no further effect.

Where an approval has so lapsed, no development shall be carried out without further approval having first been sought and obtained, unless the applicant has applied and obtained Development Assessment Panel approval to extend the approval term under regulation 17(1)(a) of the *Development Assessment Panel Regulations 2011*.

City of Belmont
RECEIVED 31/01/2014
Application No: 78/2014



LOT 1010 THE SPRINGS





LOT 1010 THE SPRINGS



BGC

Development

HBO + EMTB

Architecture Interior Design Urban Design
Facility Management Project Coordination

A002

DEVELOPMENT APPROVAL

CONCEPT IMAGES

31/01/14

CONCEPT

MASSING

The concept for Lot 1010 focuses around a generous central courtyard and seeks to maximise natural light penetration and view opportunities. The massing wraps around the central courtyard, with the primary elevations facing Regatta Terrace to the North East, Rowe Ave to the South East and Hawksburn Road to the South West. The North East side adjacent to the existing apartments is open allowing breezes to flow through retained trees into the development. The height of the building facing Regatta Terrace is the lowset, facilitating the north sun entering the garden court which is a shared amenity with a pool and shade terrace.

The three levels facing Regatta Terrace comprise of 10 two storey townhouses with a level of setback single level apartments over. The building rises to five levels of apartments on the corner of Rowe Ave and Regatta Terrace, rises again to six levels on Rowe Ave before falling to five levels on the corner of Rowe Ave and Hawksburn Road and then four on Hawksburn Road facing the Public Open Space. The main entry is off Hawksburn Road near the corner of Rowe Ave. This corner also has terraced landscaping and the building signage.

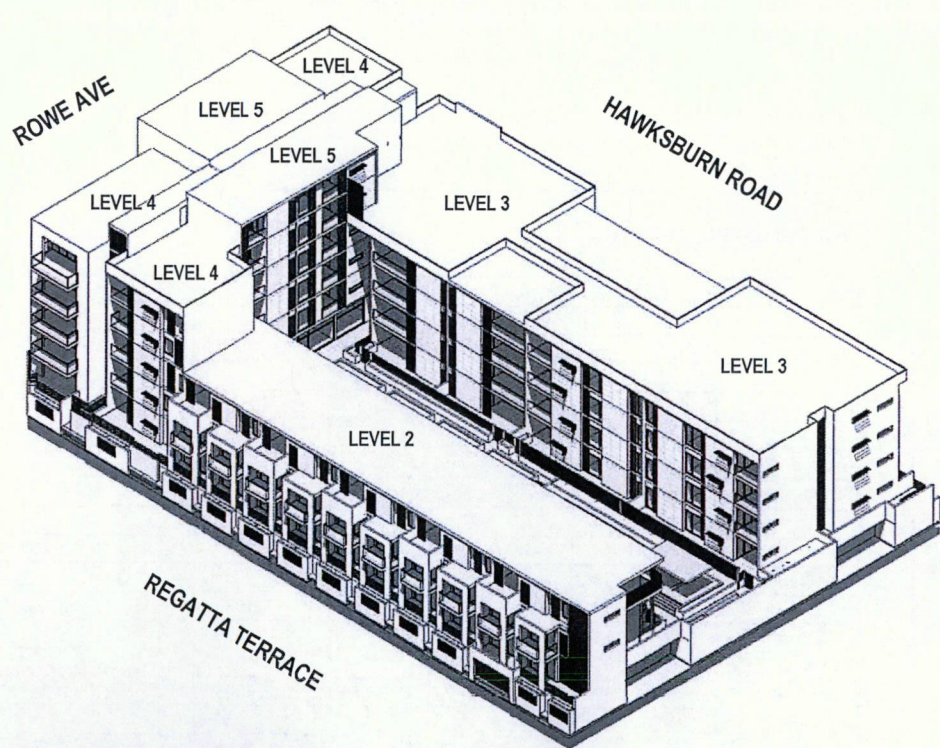
The residential parking level sits on a lower ground podium which is pushed below natural ground level to minimize impact at street and contains secure parking. The parking is naturally ventilated using decorative steel lattice panels and entry gate. The parking exceeds that required by the R Codes. The Garden Court is important because primary view corridors are compromised by the existing apartment building with some views along Regatta Tce and Hawksburn Road. The townhouses are accessed from the garden court via their own entry courts

PUBLIC ARTWORK

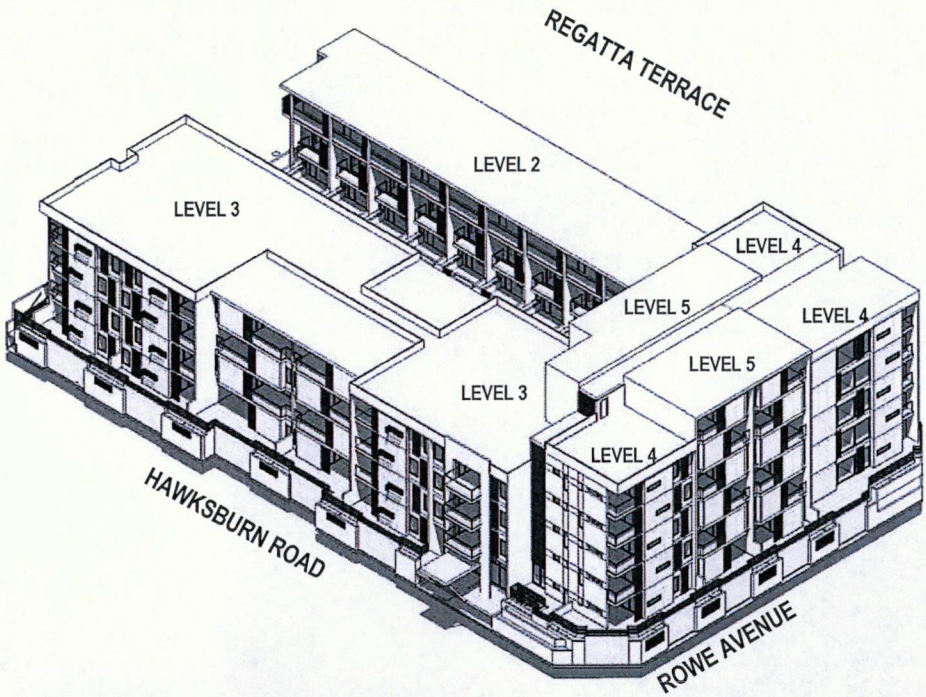
There are numerous opportunities that are provided for the provision of Public Art. These options are being explored including an "art wall" on the corner of Rowe Ave and Hawksburn Road. This wall differs from the adjacent wall in that it is a blank canvas for a mural or relief carving and hold the buildings signage. Another area identified as an opportunity for creativity are decorative steel lattice panels that also provide ventilation to the car parking level. This is an opportunity to link the three sites at Lot 1005, 1009 and 1010 continuing the architectural language between the developments.

There is also the potential for a sculptural piece adjacent to the entry statement providing a strong development identity and expression at street level.

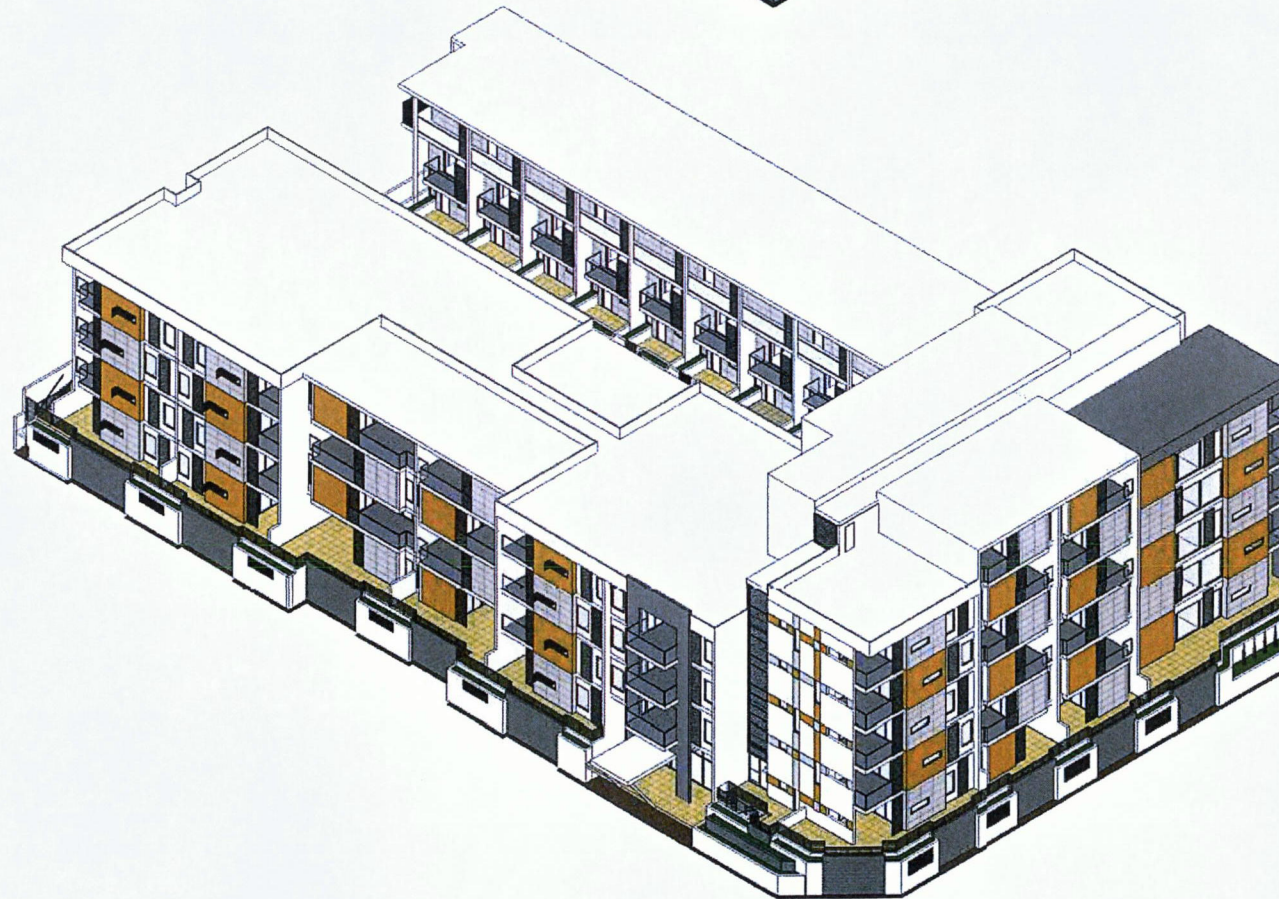
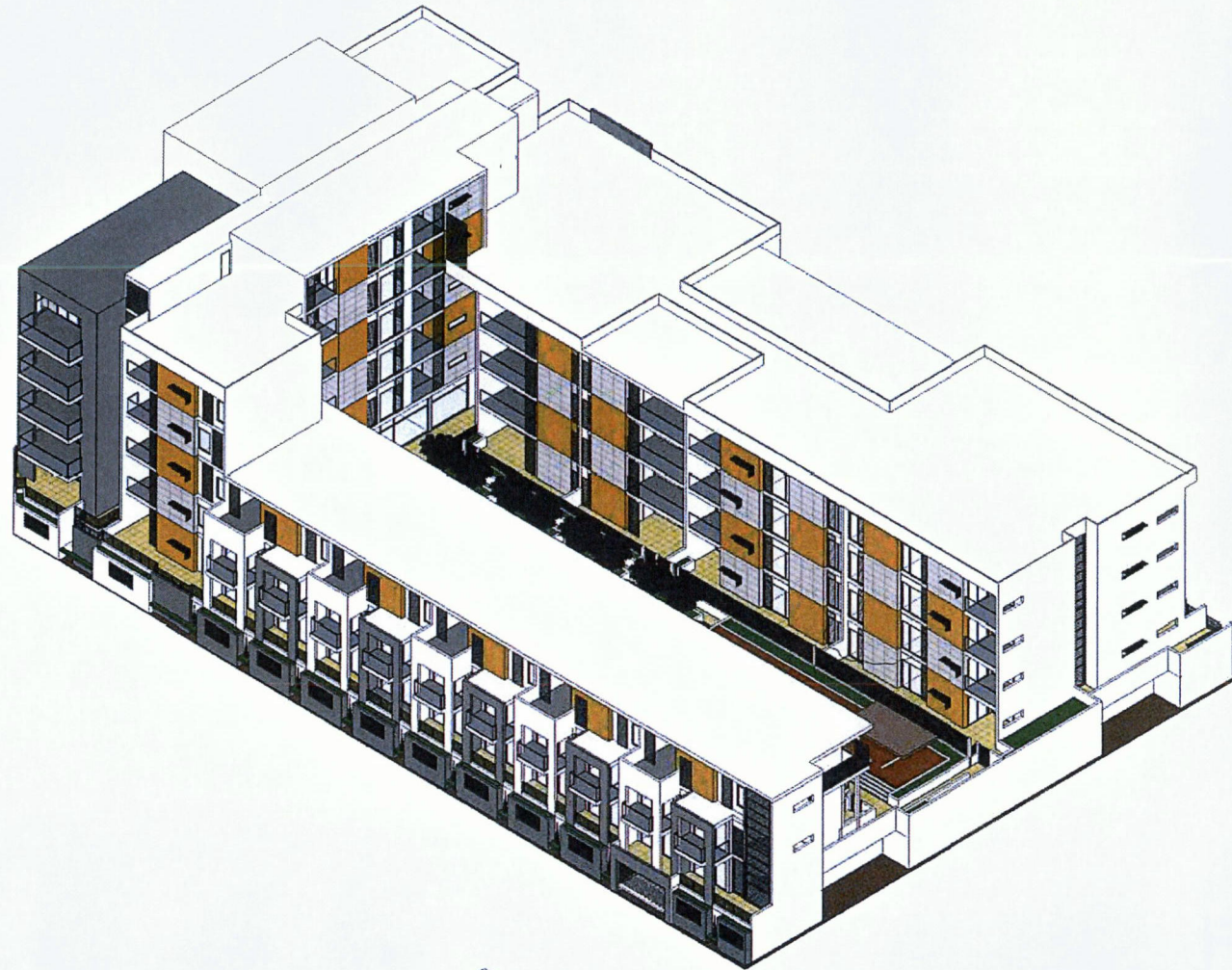
City of Belmont
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Application No: 78/2014



AXONOMETRIC VIEW NORTH



AXONOMETRIC VIEW SOUTH



APARTMENT MIX

APARTMENT TYPE	APARTMENT LAYOUT	PLOT RATIO AREA sqm	STRATA AREA sqm	BALCONY sqm	TOTAL OFF	% MIX	TOTAL PLOT RATIO	INTERNAL STRATA AREA	BALCONY STRATA AREA	TOTAL STRATA AREA
A	1 level - 2 bed/2 bath	112.4	101.5	9.0	8	9.4%	899.2	812.0	72.0	884.0
C	1 level - 3 bed/2 bath	118.4	107.0	18.0	5	5.9%	592.0	535.0	90.0	625.0
D	1 level - 1 bed/1 bath	64.2	57.5	11.0	10	11.8%	642.0	575.0	110.0	685.0
H	1 level - 1 bed/1 bath	63.9	56.5	17.0	16	18.8%	1022.4	904.0	272.0	1176.0
M	1 level - 2 bed/2 bath	87.6	78.5	13.0	27	31.8%	2365.2	2119.5	351.0	2470.5
P	1 level - 3 bed/2 bath	129.9	115.5	22.0	1	1.2%	129.9	115.5	22.0	137.5
Q	1 level - 2 bed/2 bath	93.8	83.0	13.5	3	3.5%	281.4	249.0	40.5	289.5
R	1 level - 2 bed/2 bath	109.9	100.0	22.5	5	5.9%	549.5	500.0	112.5	612.5
TH	2 level - 2 bed/2 bath	108.8	100.0	22.0	10	11.8%	1088.0	1000.0	220.0	1220.0
					85	100.0%	7569.6	6810.0	1290.0	8100.0

Legend

1 x 1 Apartment
2 x 2 Apartment
3 x 2 Apartment
3 x 2 Townhouse

SITE AREA	4013.5
PLOT RATIO AREA	7569.6
PLOT RATIO	1.88

TOTAL SITE AREA	4013.5 m2
TOTAL SITE COVERAGE	2684.5 m2
% SITE COVERAGE	66.80%

APARTMENT - PARKING RATIO

Floor	1 Bed	2 Bed	3 Bed	Townhouse	TOTAL
L5	0	0	2		2
L4	2	3	1		6
L3	6	9	1	0	16
L2	6	14	1	0	21
L1	6	9	1	0	16
Ground	6	8	0	10	24
TOTAL	26	43	6	10	85

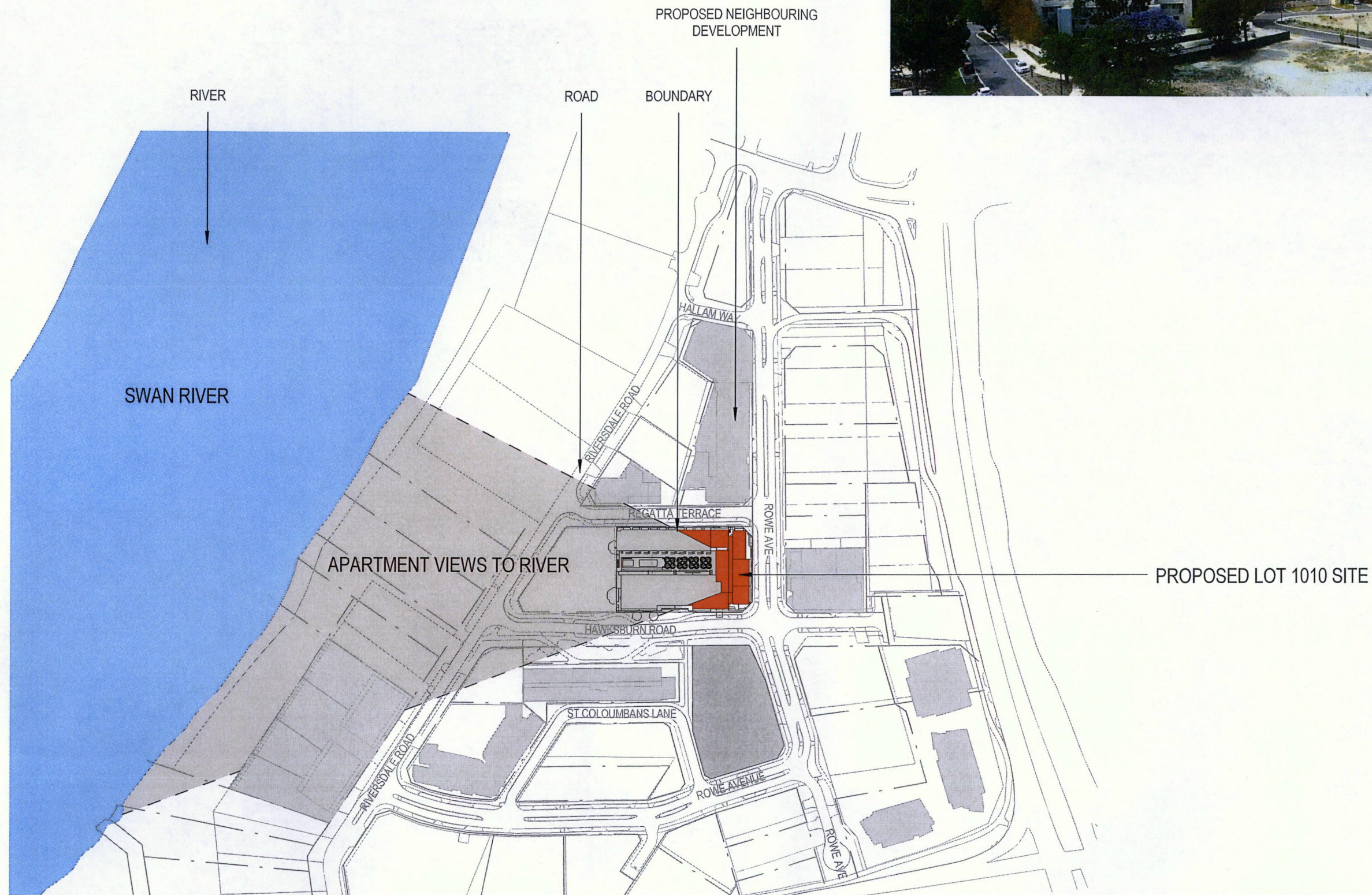
	PR sqm/unit	No Units	%	Total PR sqm	Car Bays Required*	Car Bays Provided
D - 1 Bed	64.2	10	11.8%	642	8	10
H - 1 Bed	63.9	16	18.8%	1022.4	16	16
A - 2 Bed	112.4	8	9.4%	899.2	8	8
R - 2 Bed	109.9	5	5.9%	549.5	5	5
M - 2 Bed	87.6	27	31.8%	2365.2	27	27
Q - 2 Bed	93.8	3	3.5%	281.4	3	3
C - 3 Bed	118.4	5	5.9%	592	5	10
P - 3 Bed	129.9	1	1.2%	129.9	1	2
Townhouse	108.8	10	11.8%	1088	10	10
		85	100.0%	7569.6	83	91

*R Codes minimum requirement

Visitors	22	22
Unallocated	0	3
Total	105	116

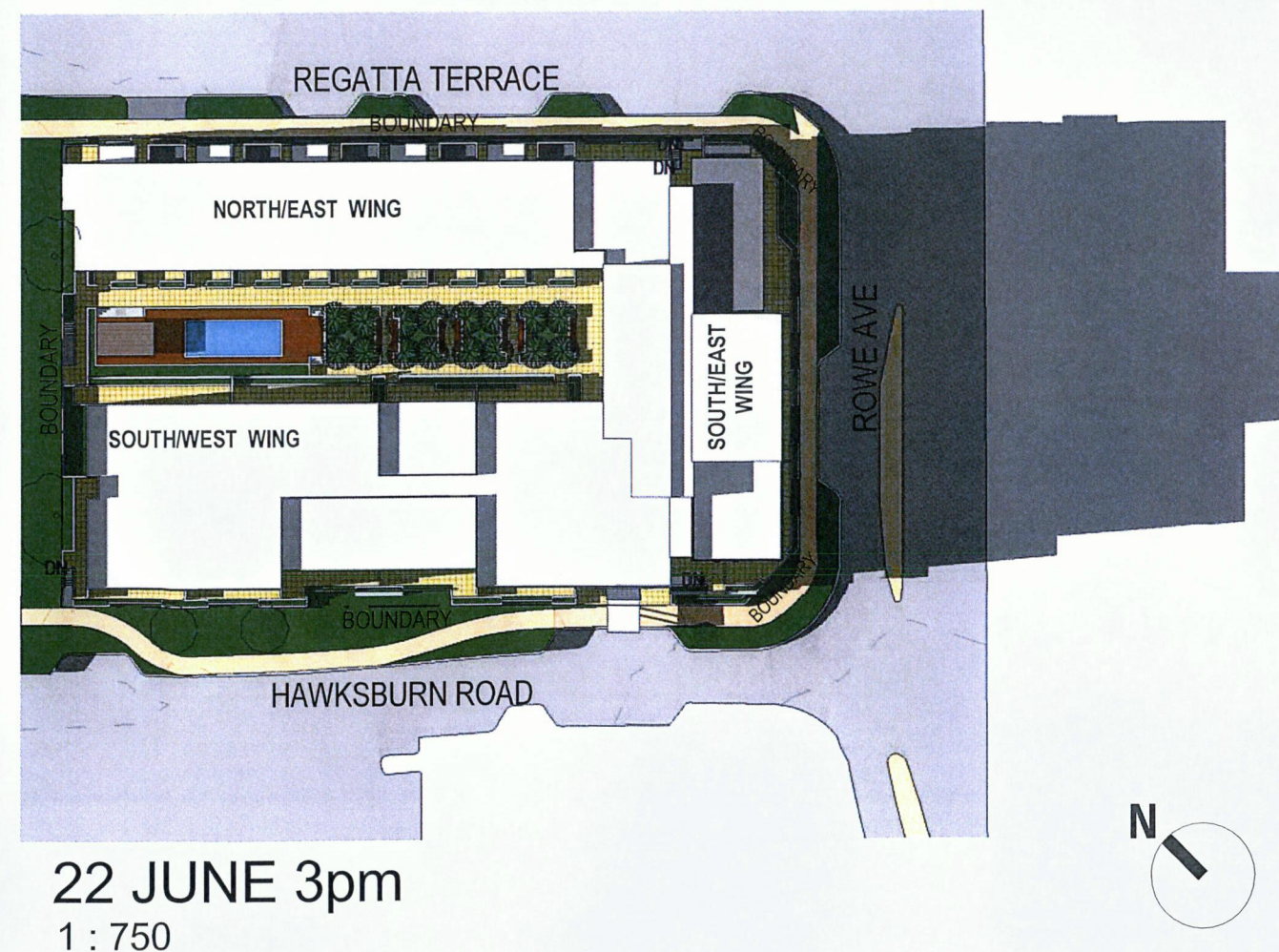
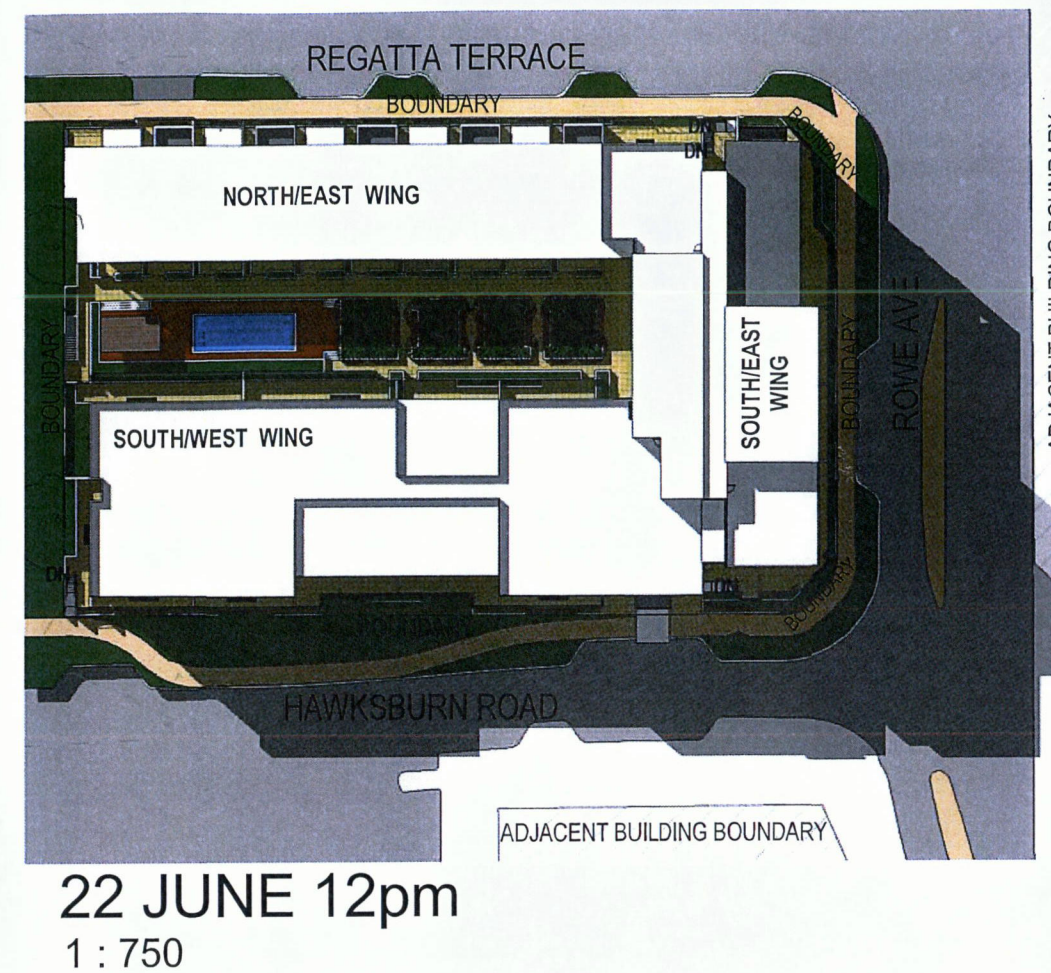
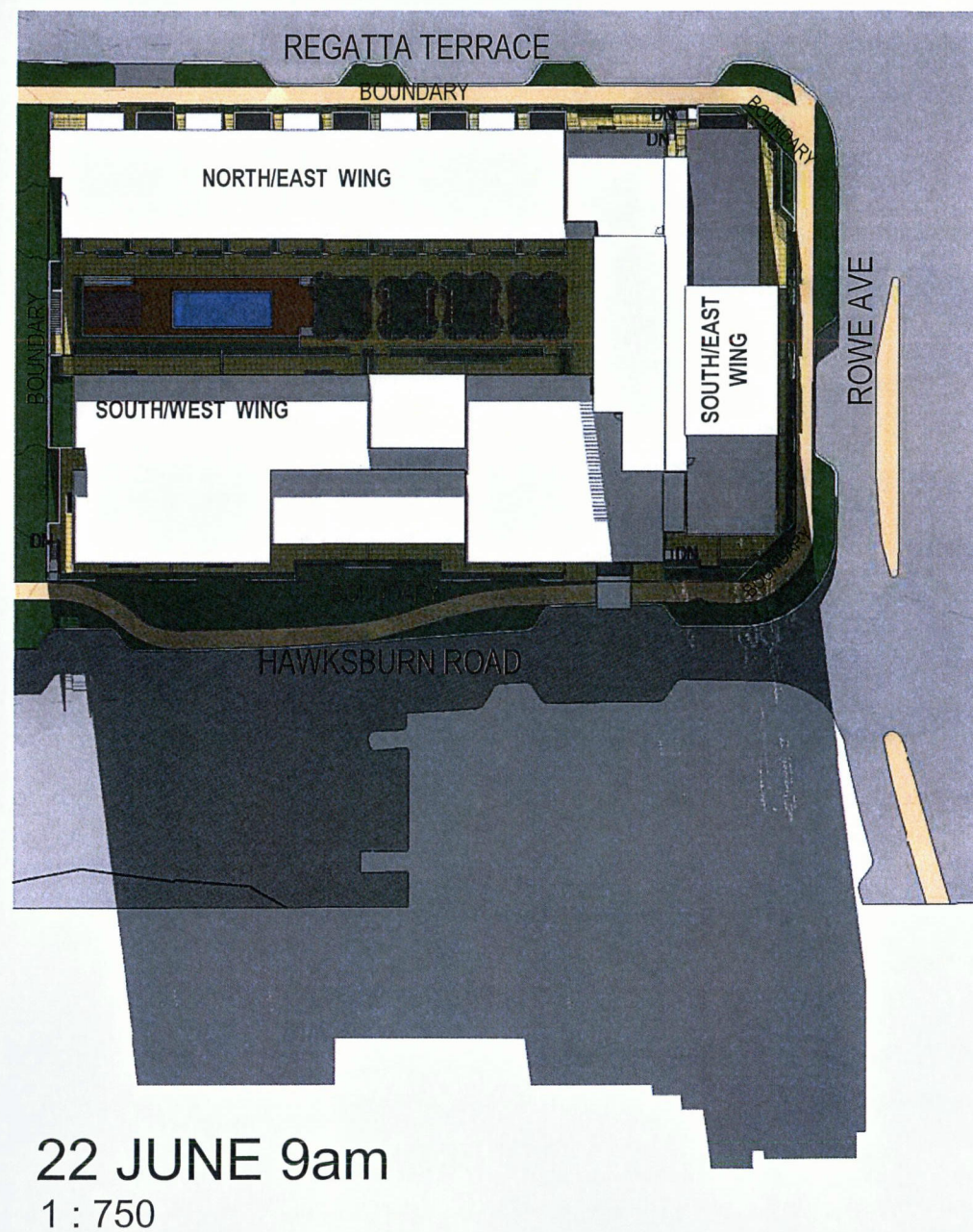


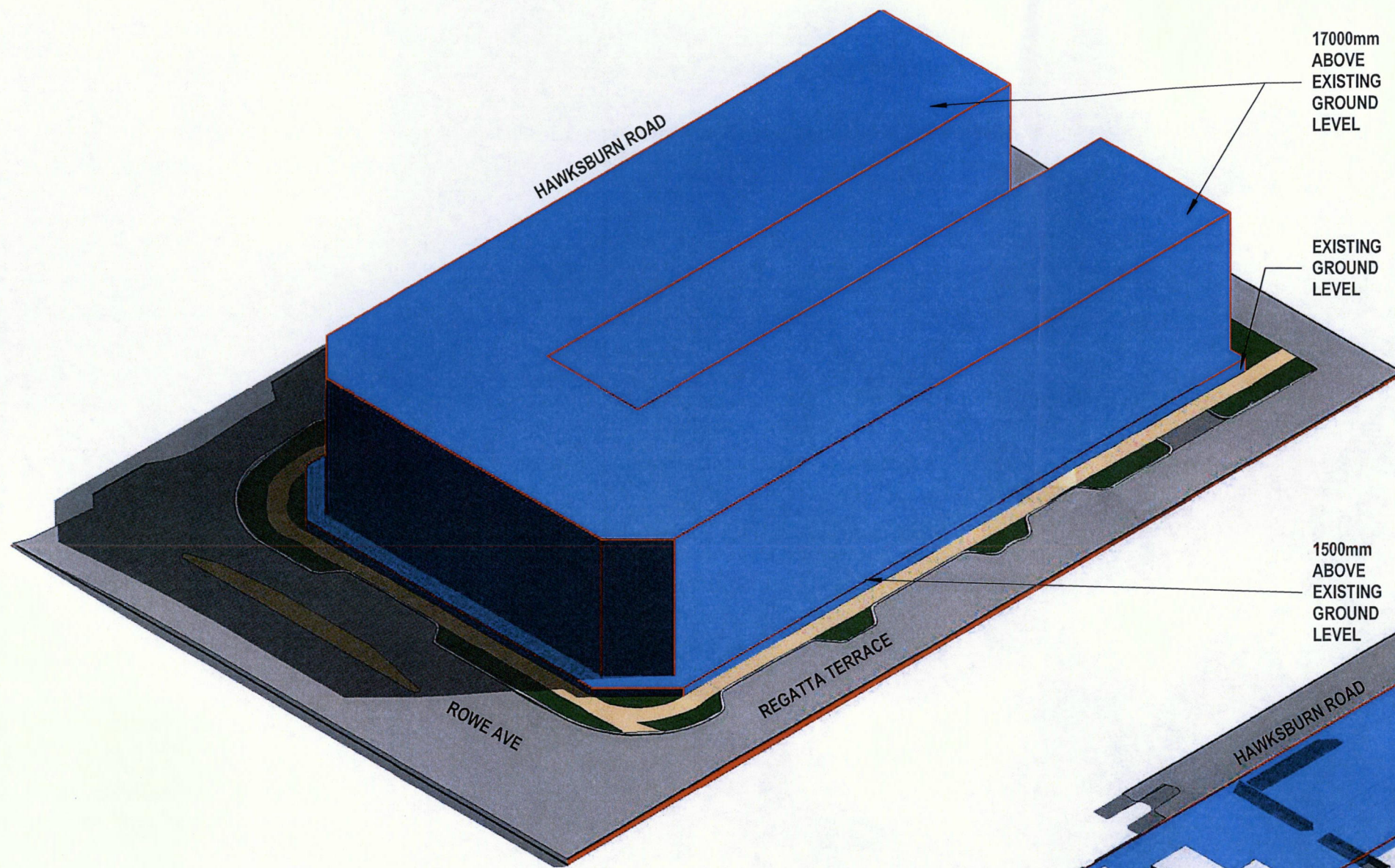
VIEW LOOKING NORTH WEST



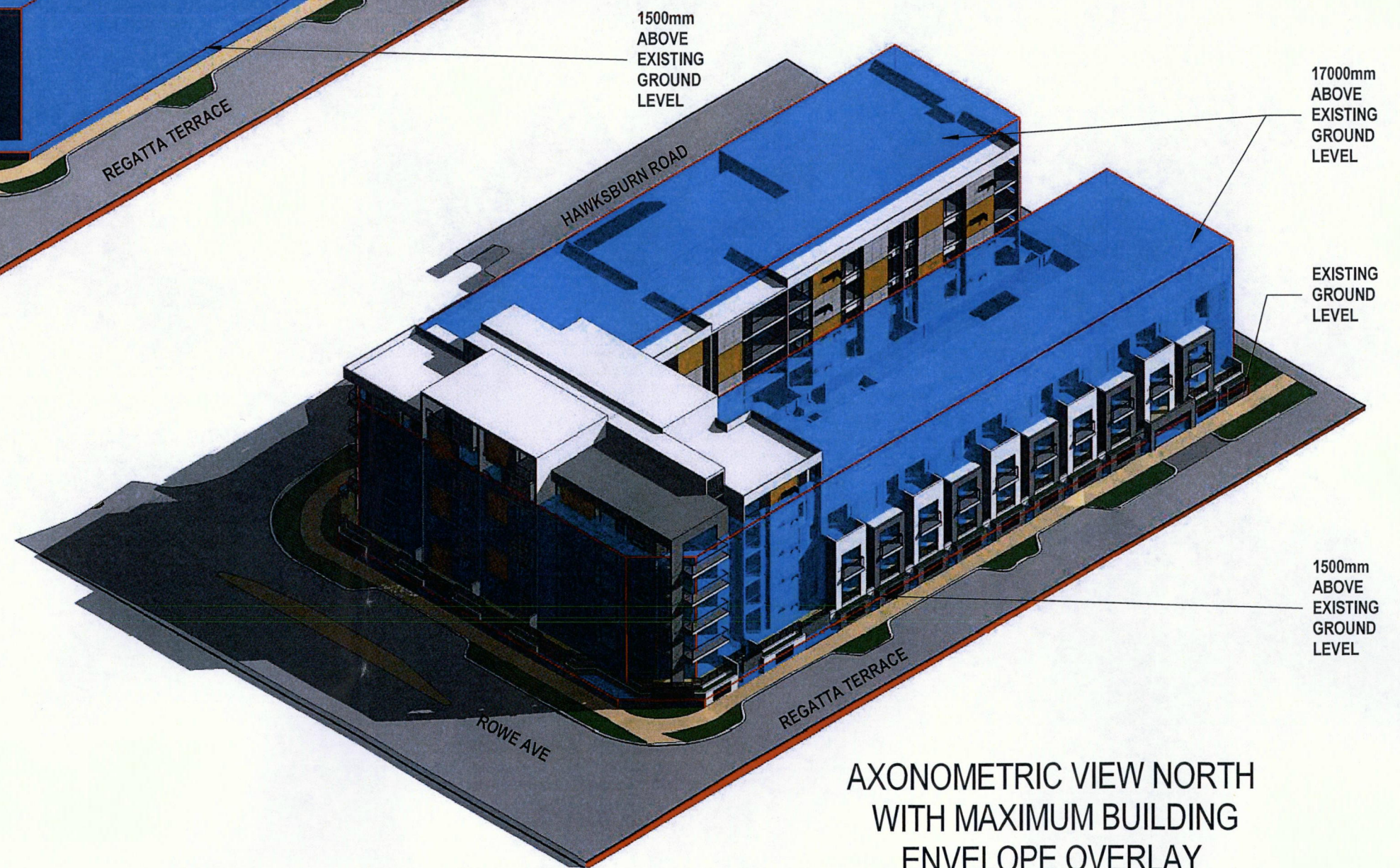
SITE PLAN SHOWING VIEW CORRIDOR







AXONOMETRIC VIEW NORTH
WITH MAXIMUM BUILDING
ENVELOPE



AXONOMETRIC VIEW NORTH
WITH MAXIMUM BUILDING
ENVELOPE OVERLAY

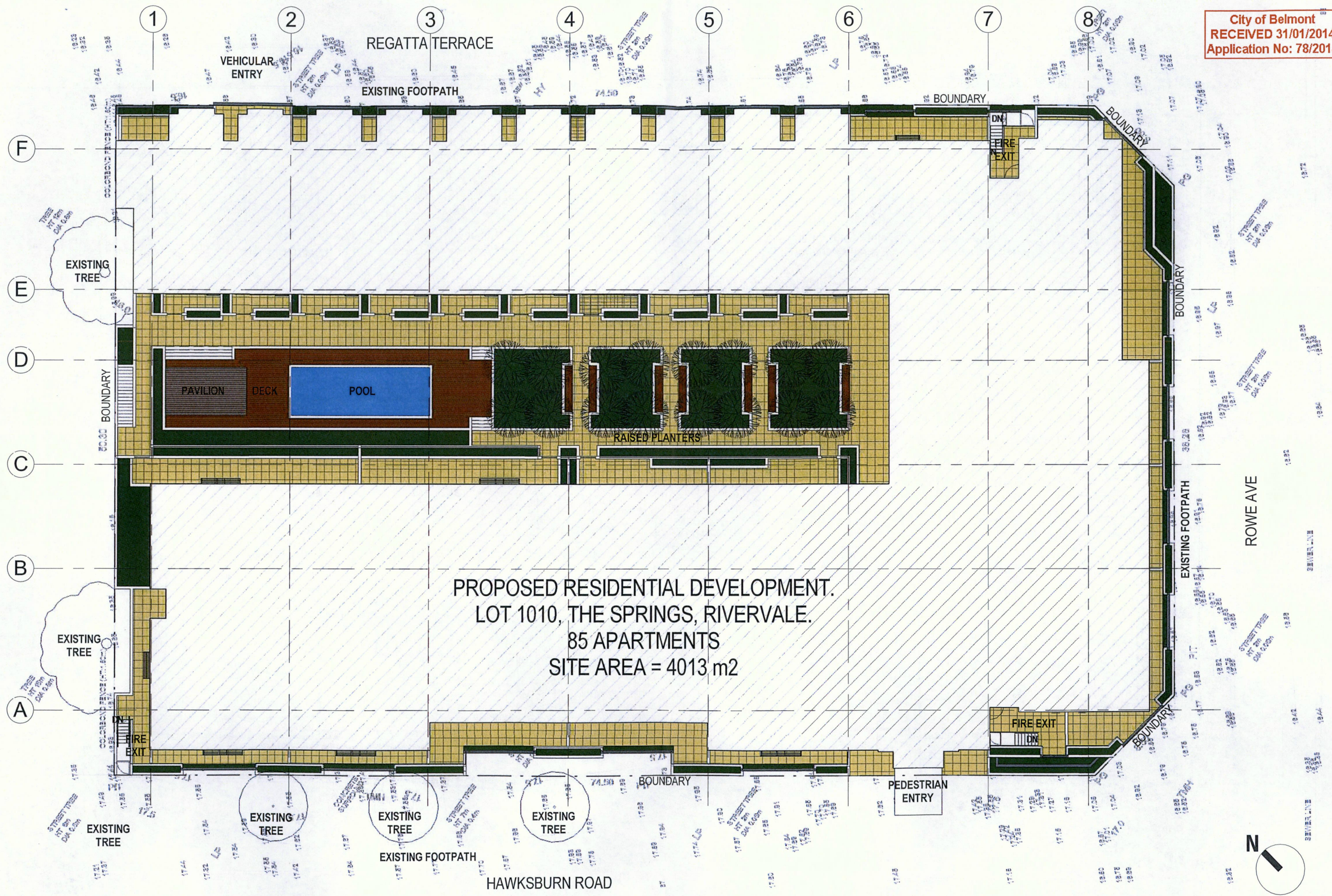


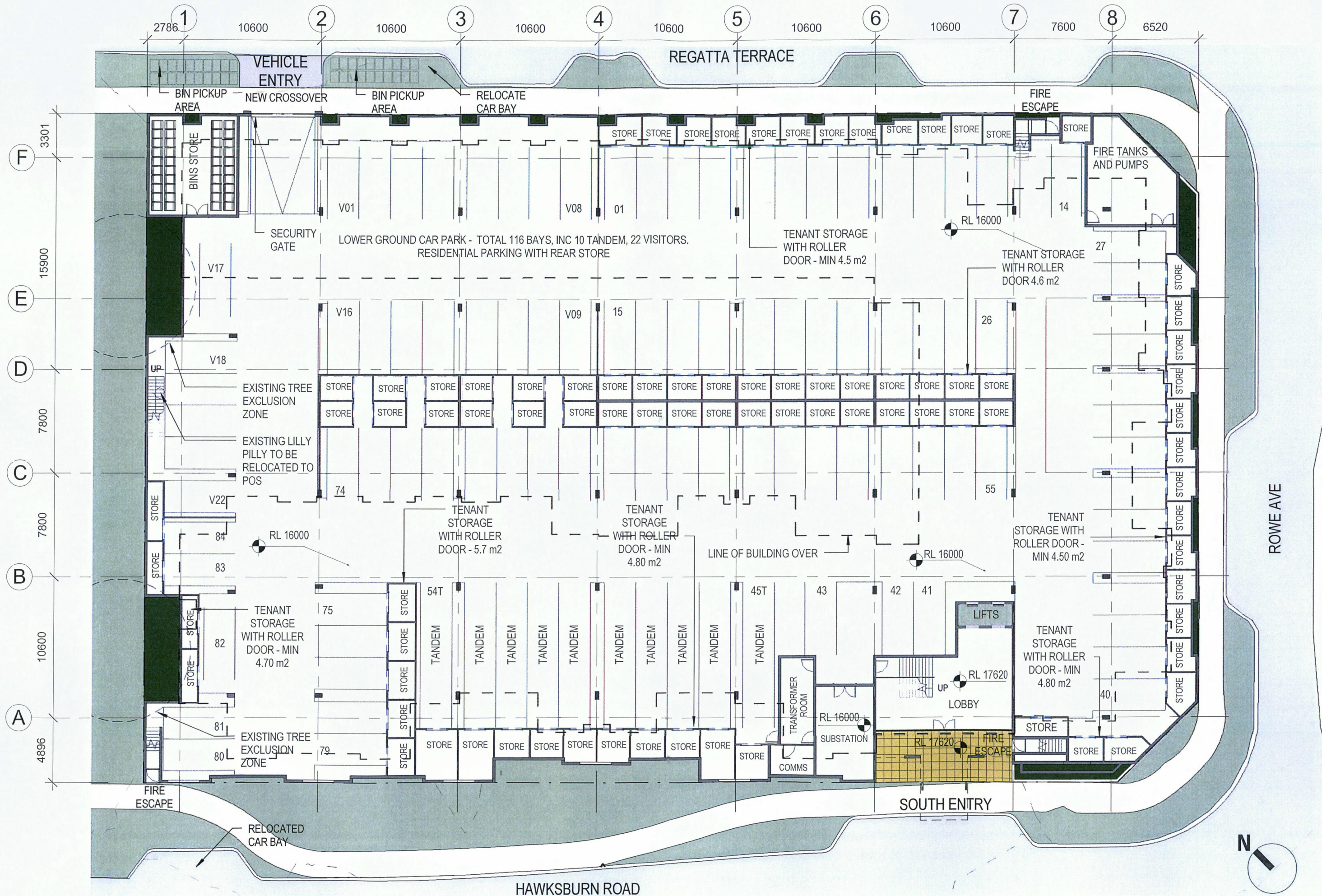
_CENTRALISED SITE CONNECTING THE COMMUNITY

_ADJACENT TO SIGNIFICANT PEDESTRIAN ACCESS ALONG THE GREEN LINK POS

_PROMINENT VISUAL CONNECTION DOWN ROWE AVENUE







LOT 1010 THE SPRINGS
1 : 250



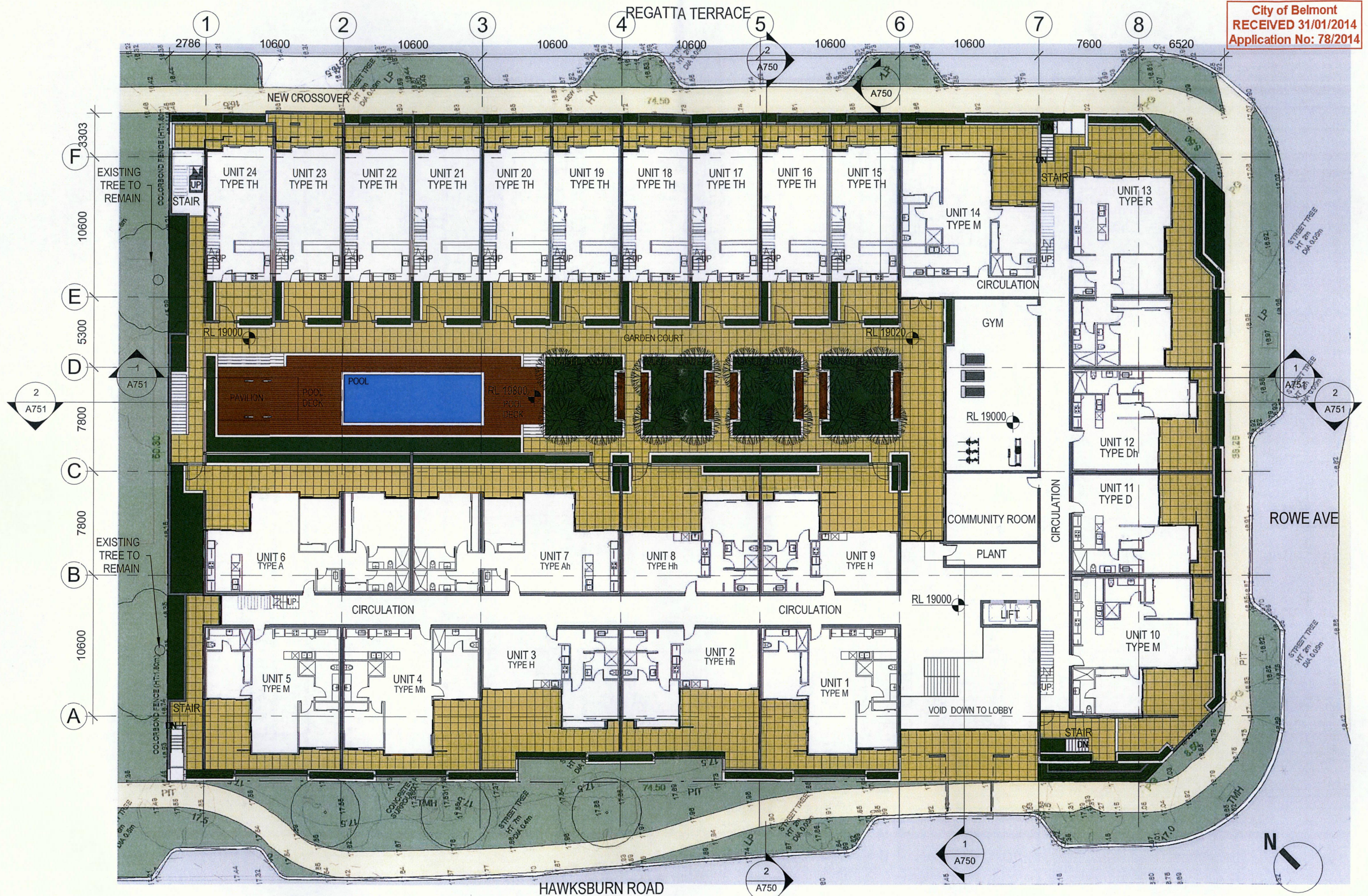
Development

HBO + EMTB
Architecture Interior Design Urban Design
Facility Management Project Coordination

A200
DEVELOPMENT APPROVAL

City of Belmont
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BASEMENT
31/01/14



LOT 1010 THE SPRINGS
1 : 250



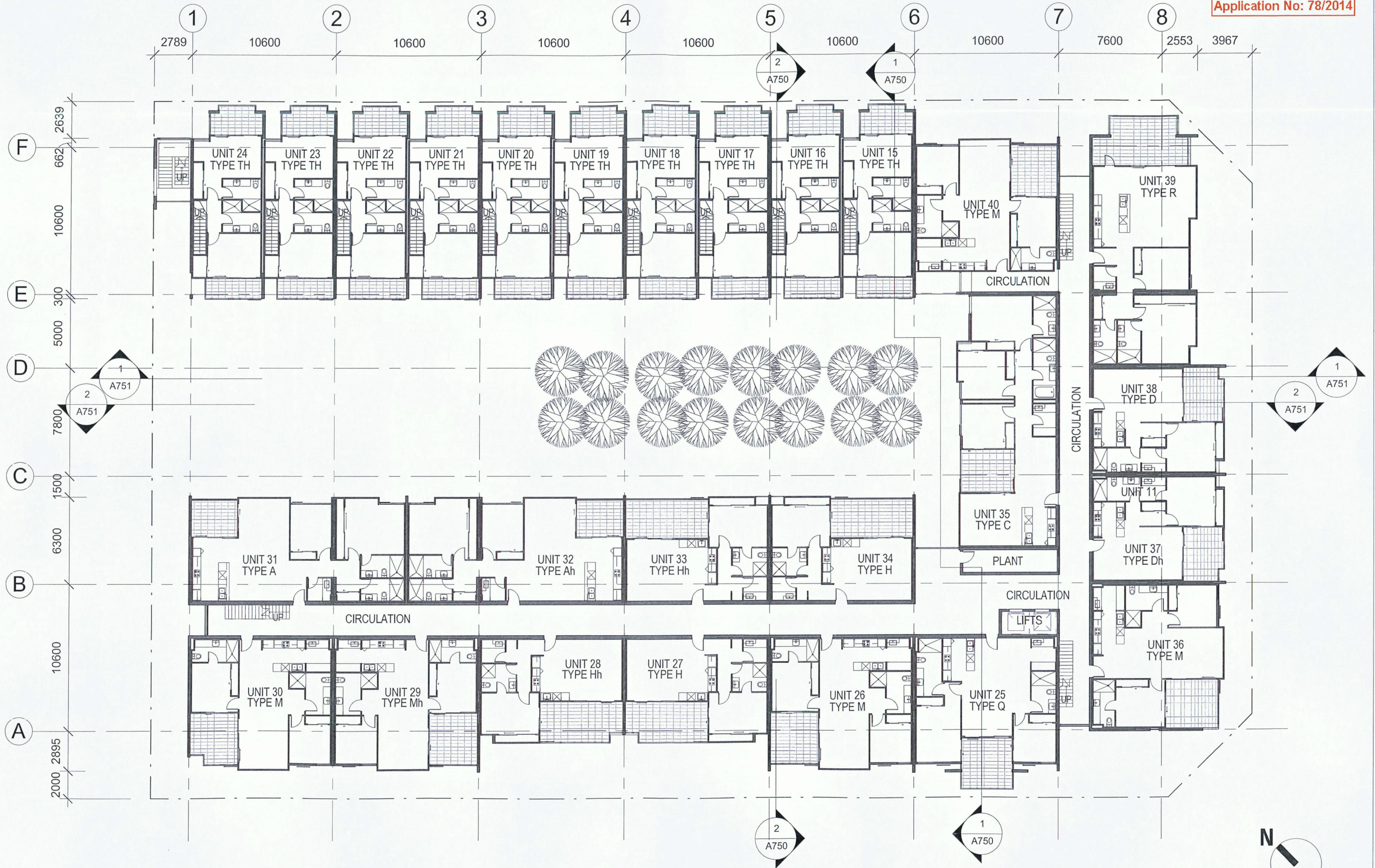
Development

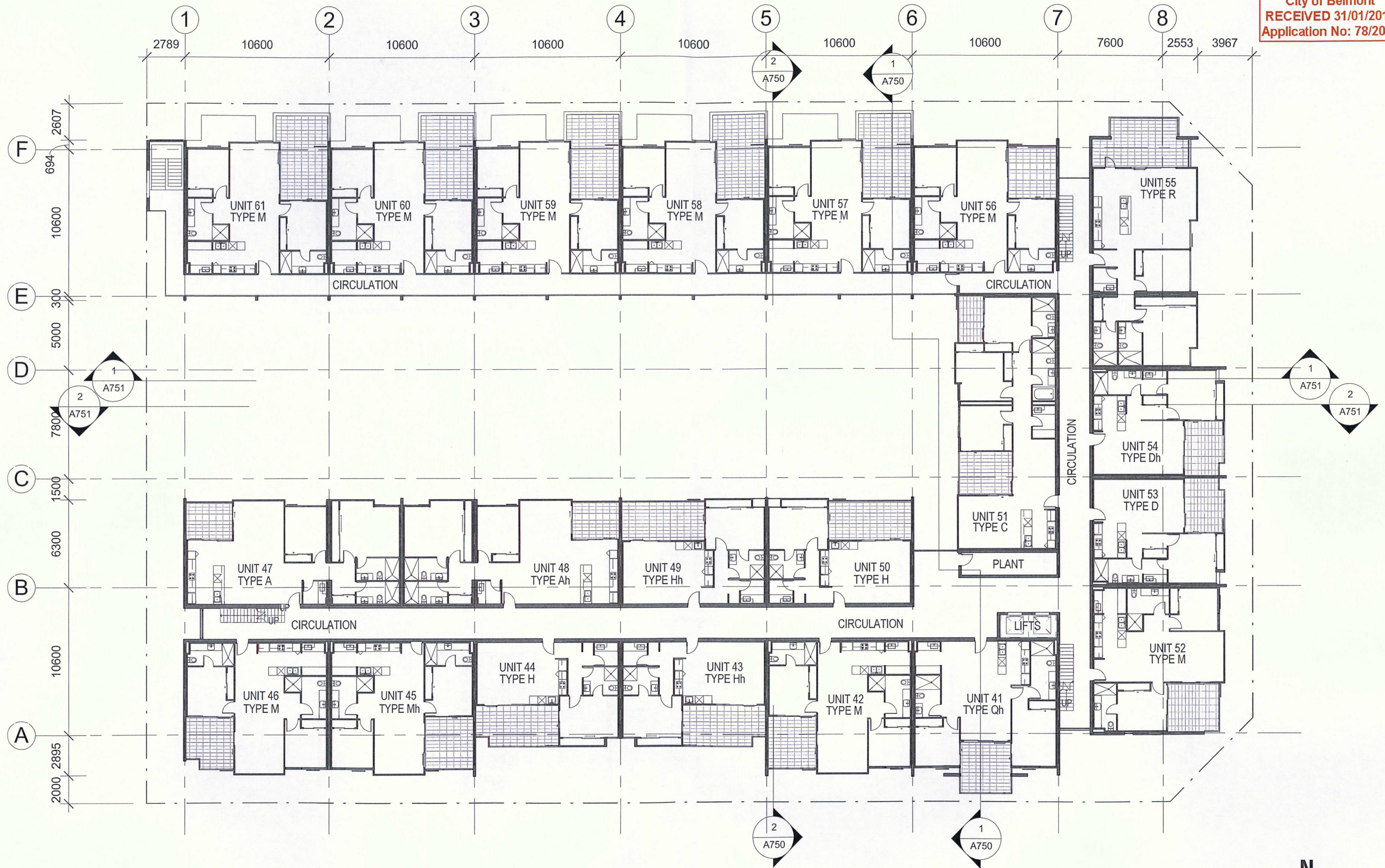
HBO + EMTB

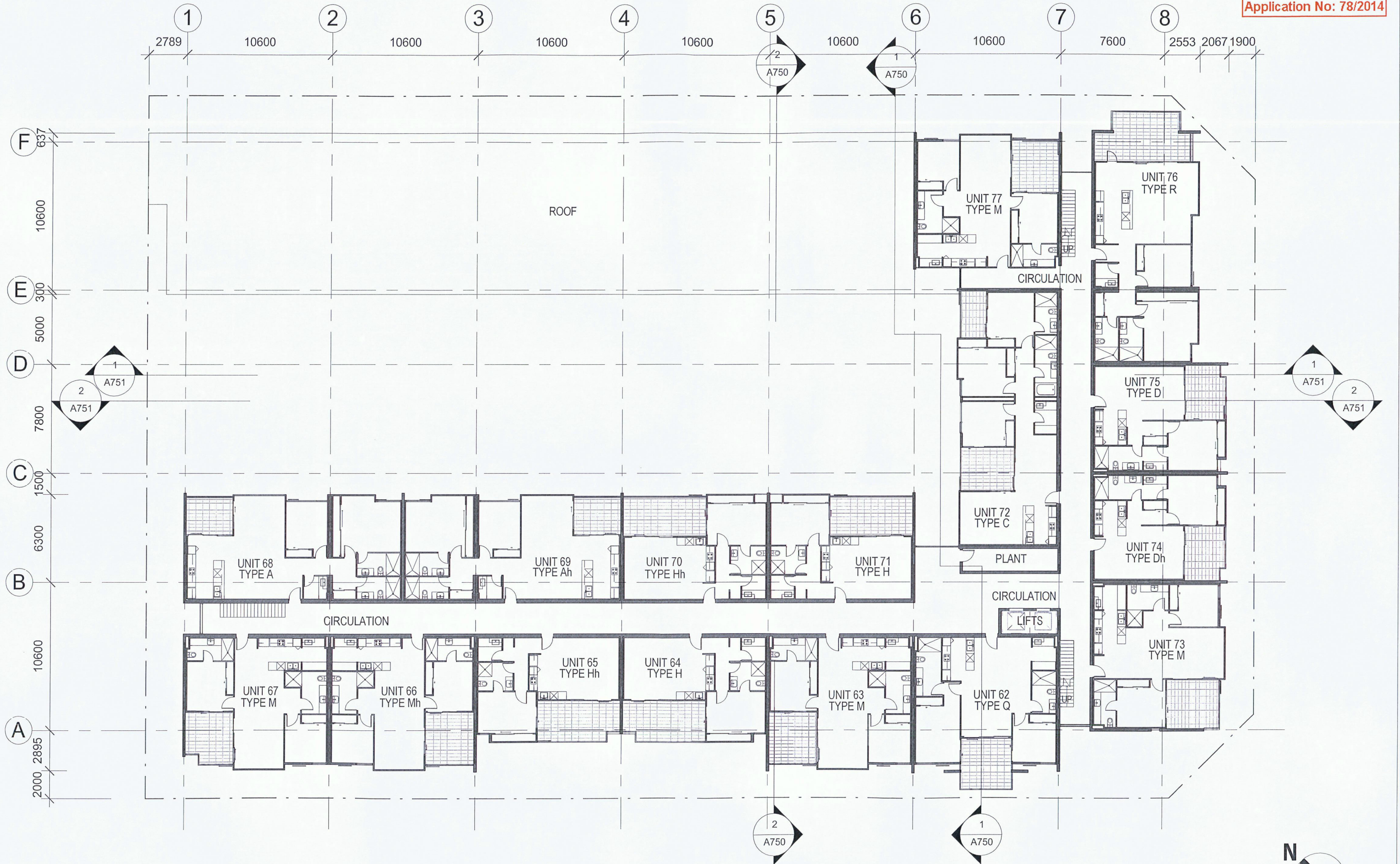
Architecture Interior Design Urban Design
Facility Management Project Coordination

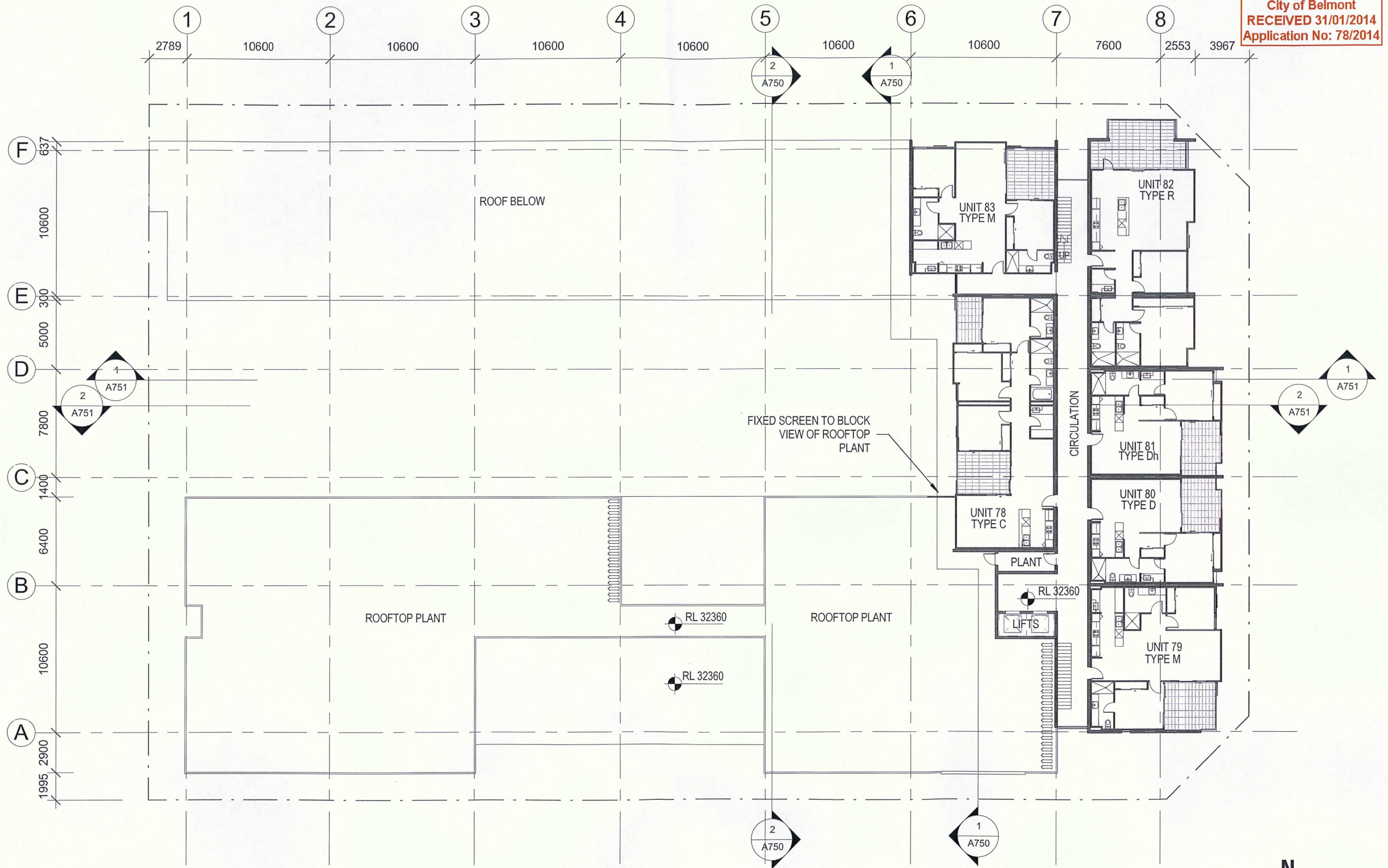
A201
DEVELOPMENT APPROVAL

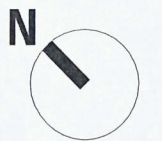
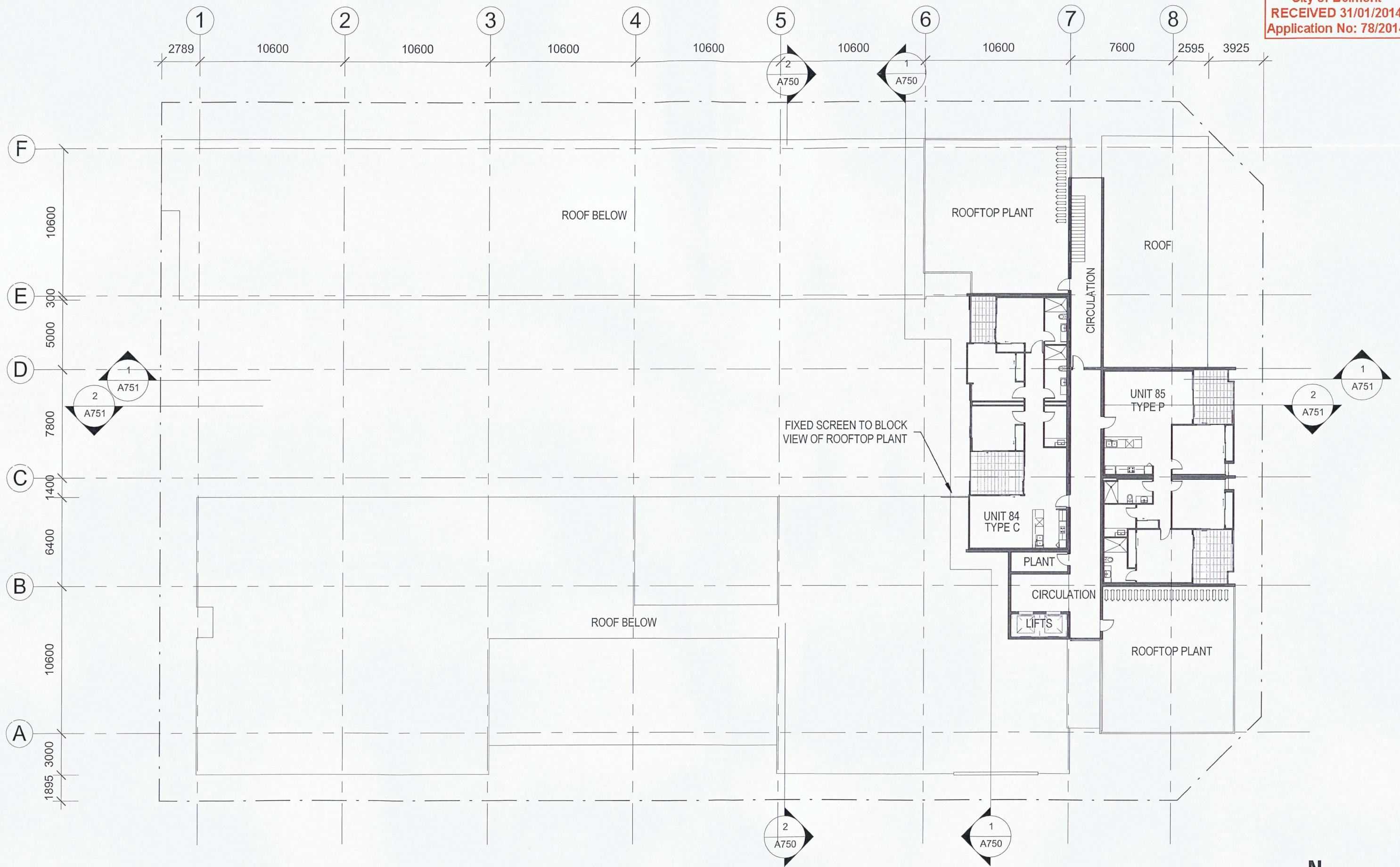
GROUND FLOOR
31/01/14













NORTH-EAST ELEVATION - REGATTA TERRACE

1 : 250

EXTERNAL FINISHES SCHEDULE

- 'DURACLAD' COMPOSITE TIMBER LOOKALIKE PANELS OR SIMILAR.
- 'DURAGRID' COMPOSITE CEMENT LOOKALIKE PANELS OR SIMILAR.
- PRECAST CONCRETE PANELS WITH THROUGH COLOUR PERMANENT FINISH.
- POWDERCOATED ALUMINIUM WINDOW AND DOOR FRAMING WITH DARK GREY FINISH.
- PODIUM WALLS WITH NATURAL STONE, THROUGH COLOURED RENDER, DECORATIVE STEEL VENTILATION PANELS AND MATCHING DECORATIVE STEEL FEATURE PANELS.
- POWDERCOATED ALUMINIUM SUN SHADING LOUVRES AND PRIVACY SCREENS WITH WHITE FINISH.

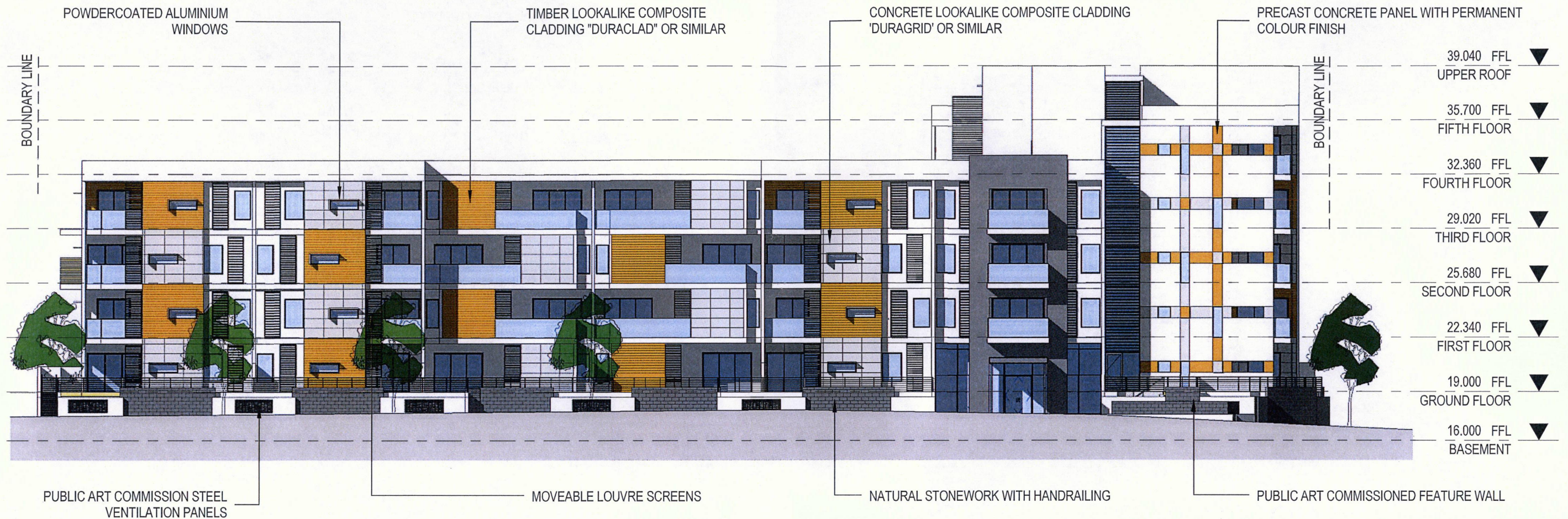


SOUTH - EAST ELEVATION - ROWE AVENUE

1 : 250

EXTERNAL FINISHES SCHEDULE

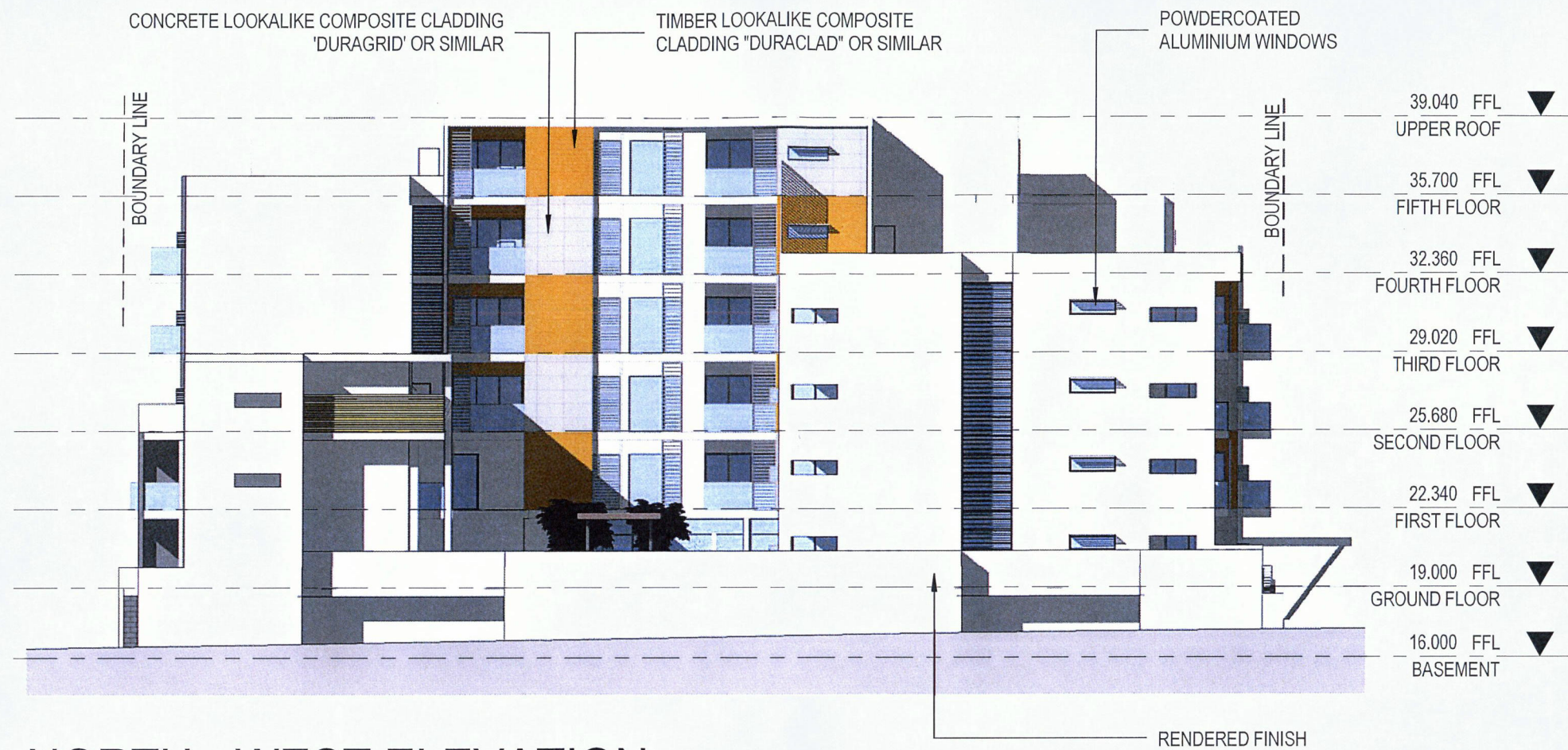
- 'DURACLAD' COMPOSITE TIMBER LOOKALIKE PANELS OR SIMILAR.
- 'DURAGRID' COMPOSITE CEMENT LOOKALIKE PANELS OR SIMILAR.
- PRECAST CONCRETE PANELS WITH THROUGH COLOUR PERMANENT FINISH.
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- POWDERCOATED ALUMINIUM SUN SHADING LOUVRES AND PRIVACY SCREENS WITH WHITE FINISH.



SOUTH-WEST ELEVATION - HAWKSburn ROAD
1 : 250

EXTERNAL FINISHES SCHEDULE

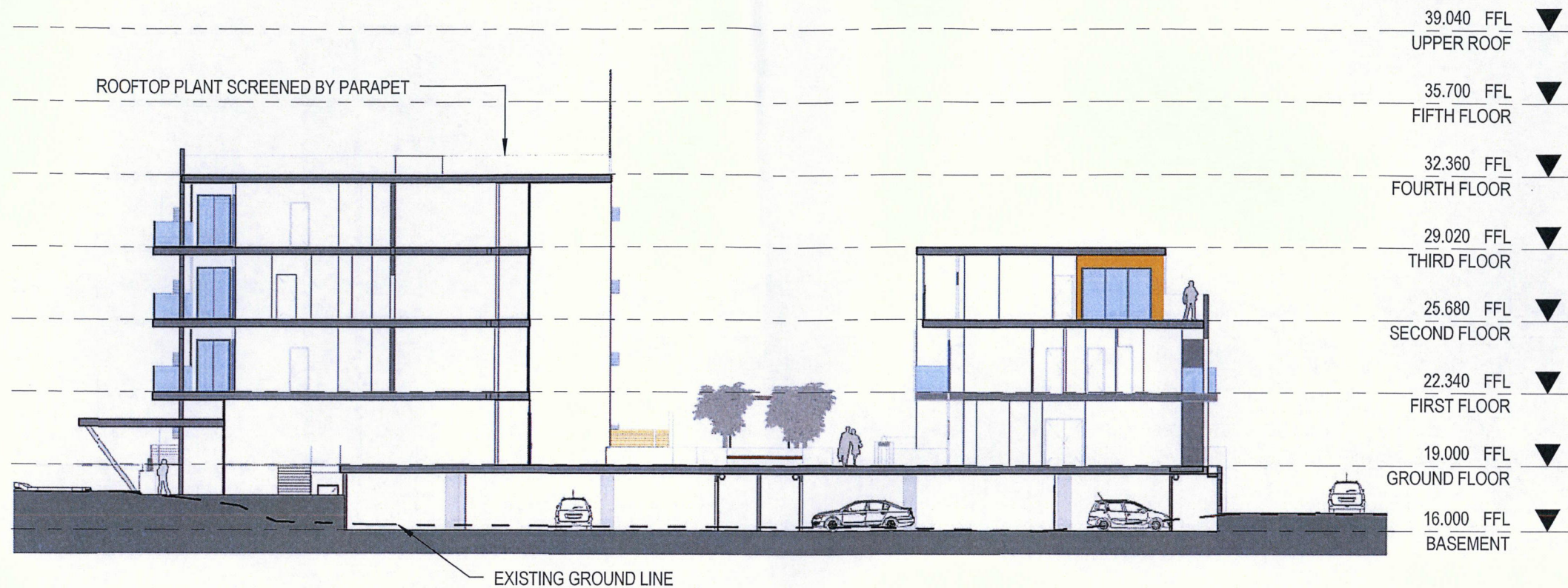
- 'DURAclad' COMPOSITE TIMBER LOOKALIKE PANELS OR SIMILAR.
- 'DURAGRID' COMPOSITE CEMENT LOOKALIKE PANELS OR SIMILAR.
- PRECAST CONCRETE PANELS WITH THROUGH COLOUR PERMANENT FINISH.
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- POWDERCOATED ALUMINIUM SUN SHADING LOUVRES AND PRIVACY SCREENS WITH WHITE FINISH.



NORTH - WEST ELEVATION
1 : 250

EXTERNAL FINISHES SCHEDULE

- 'DURACLAD' COMPOSITE TIMBER LOOKALIKE PANELS OR SIMILAR.
- 'DURAGRID' COMPOSITE CEMENT LOOKALIKE PANELS OR SIMILAR.
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- POWDERCOATED ALUMINIUM SUN SHADING LOUVRES AND PRIVACY SCREENS WITH WHITE FINISH.



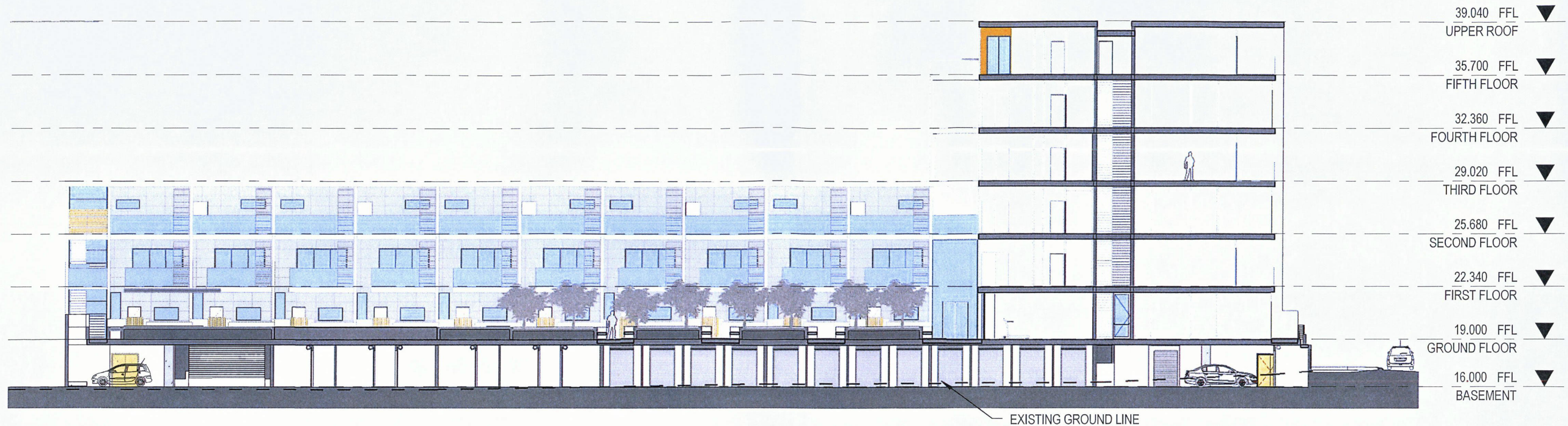
NORTH - SOUTH SECTION LOOKING WEST

1 : 250



NORTH - SOUTH SECTION LOOKING EAST

1 : 250

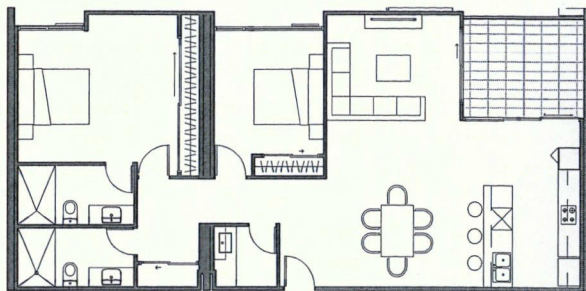


EAST - WEST SECTION LOOKING NORTH
1 : 250

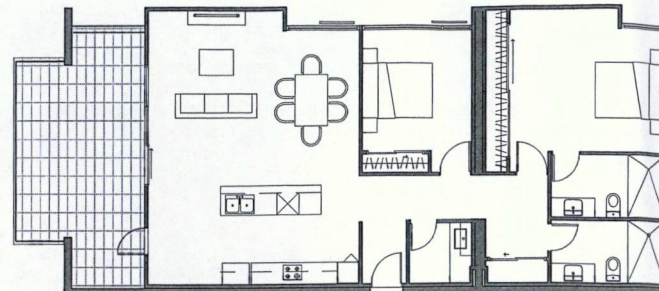
City of Belmont
RECEIVED 31/01/2014
Application No: 78/2014



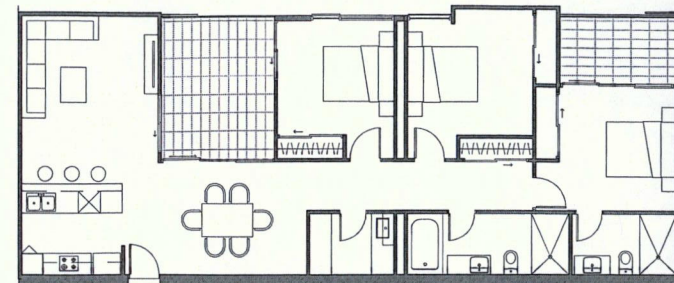
EAST - WEST SECTION LOOKING SOUTH
1 : 250



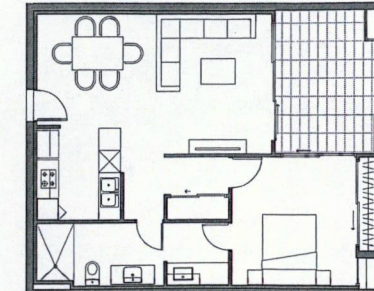
TYPE A (2 BEDROOM)
APARTMENT - 101.3 sqm
BALCONY - 9.2 sqm



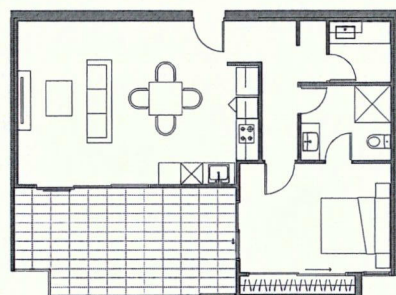
TYPE R (2 BEDROOM)
APARTMENT - 100.1 sqm
BALCONY - 22.2 sqm



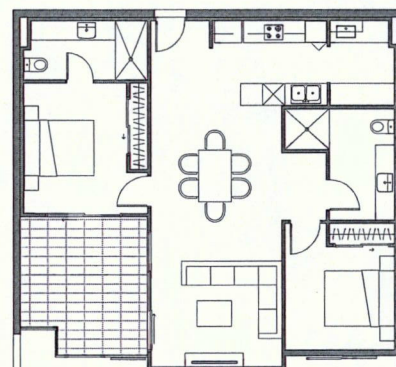
TYPE C (3 BEDROOM)
APARTMENT - 106.8 sqm
BALCONIES - 18.3 sqm



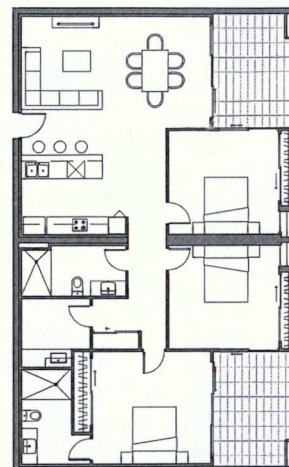
TYPE D (1 BEDROOM)
APARTMENT - 57.5 sqm
BALCONY - 11.2 sqm



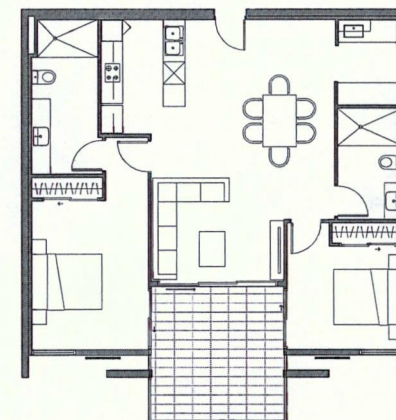
TYPE H (1 BEDROOM)
APARTMENT - 56.8 sqm
BALCONY - 17.0 sqm



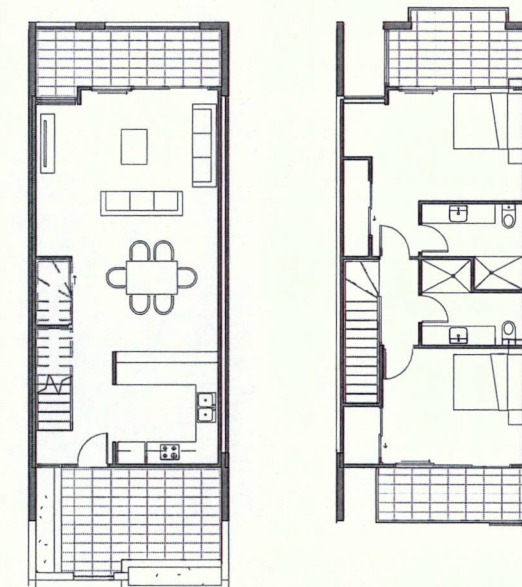
TYPE M (2 BEDROOM)
APARTMENT - 78.7 sqm
BALCONY - 13.1 sqm



TYPE P (3 BEDROOM)
APARTMENT - 115.5 sqm
BALCONIES - 22.4 sqm

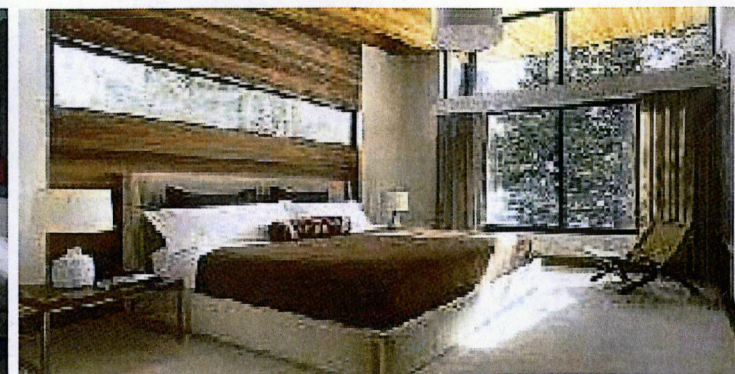
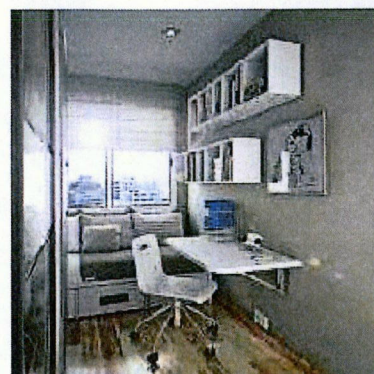


TYPE Q (2 BEDROOM)
APARTMENT - 83.5 sqm
BALCONY - 13.6 sqm



TOWN HOUSE (2 BEDROOM)
APARTMENT - 100.4 sqm
BALCONIES - 34.6 sqm

NOTE: AREAS ARE STRATA AREAS



LOT 1010 THE SPRINGS
As indicated



Development

HBO + EMTB
Architecture Interior Design Urban Design
Facility Management Project Coordination

A800
DEVELOPMENT APPROVAL

City of Belmont
RECEIVED 31/01/2014
Application No: 78/2014

APARTMENT TYPES
31/01/14

**ATTACHMENT 2 – Amended Development Plans and Supporting Information from
Applicant (11 August 2014)**

Lot 1010 (9) Hawksburn Road Rivervale

LG Reference: 78/2014/DAP/A
DAP Reference: DP/14/00141

1. Proposed Amendments to Conditions

We seek the amendment of Condition 14 of the development approval issued by the JDAP on 24 April 2014, which reads:

"14. Prior to occupation or use of the development, 21 visitor parking bays on the ground floor are to be clearly marked on site as 'Visitor Bays', and at least 16 of the 21 visitor parking bays be made accessible for visitors outside a security gate at all times. All visitor bays are to be at a consolidated location. The bays are to be maintained in accordance with the City's engineering requirements and design guidelines to the satisfaction of the City's Director Technical Services."

We also request an amendment to Condition 22, which reads:

"22. Prior to use or occupation of the development, an Access and Parking Management Plan shall be prepared at the applicant's cost to the satisfaction of the City, and thereafter implemented for the life of the development."

We request that the conditions are replaced by two alternate conditions based on Conditions 13 and 18 of the JDAP's recent approval for Lot 1005 (No. 8) Hawksburn Road, Rivervale (LG Ref: 11/2013/DAP, DoP Ref: DP/14/00027/1) as follows:

Alternate Condition 14:

Prior to occupation of the development 21 visitor bays on the ground floor are to be clearly marked on site as 'Visitor Bays', and made accessible for visitors at all times. All visitor bays are to be at a consolidated location. The bays are to be maintained in accordance with the City's engineering requirements and design guidelines to the satisfaction of the City's Director Technical Services.

Alternate Condition 22:

Prior to use or occupation of the development, an Access and Parking Management Plan shall be prepared at the applicant's cost to the satisfaction of the City, and thereafter implemented for the life of the development.

The Parking Management Plan shall include measures to ensure the gates remain open between the hours of 9.00am and 6.00pm daily and an intercom system to allow access at all hours. Visitor car parking must be clearly sign posted from outside.

Further to the above, we also seek an extension of time to Conditions 3, 8 and 25, which read:

"3. A detailed landscaping and irrigation plan for the subject development site and street verge is to be prepared by the owner/applicant and submitted to the City for approval within 120 days from the date of this planning approval."



"8. A detailed schedule of external materials, finishes and colours to be used in the construction of the development shall be submitted by the owner/applicant to the City within 120 days from the date of this planning approval, to the satisfaction of the City's Director Community & Statutory Services, Manager Planning Services or Coordinator Planning Services."

"25. Within 120 days from the date of this planning approval, a public art strategy for the subject development (which shows how the Public Art to the value of \$216,000 will be applied) shall be submitted to the City in accordance with the provisions of the City of Belmont Public Art Contribution Local Planning Policy, to the satisfaction of the City's Director Community & Statutory Services or Manager Planning Services."

We request a time extension of a further 120 days from the end of September 2014 resulting in a due date for the above information of 2 January 2015.

Finally, we request the deletion of Condition 15.

2. Justification for Amendment to Conditions

Conditions 14 and 22

The outcomes facilitated by the alternate conditions described above are considered to be preferable to the current Conditions 14 and 22 for the reasons outlined below:

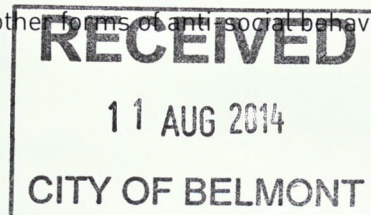
Precedent

Not only does the JDAP's decision on Lot 1005 (conditions 13 and 18) provide a precedent for the outcomes sought by this application, applying the same conditional approach for Lot 1010 ensures a consistent approach to planning (and the visitor parking issue in particular) for the Springs. A consistent approach would not only assist future Planning Officer reporting and JDAP decision making on future applications, it will also assist future design development for other sites/future applications.

Safety and Security

Condition 14 as presently worded does not sufficiently address the security-related concerns raised in the original application as follows:

- Safety: Any covered visitor bays accessible to the street would have limited opportunity for passive surveillance but without the compensation of restricted public access via a security gate. There would be limited scope for the bays to be overlooked by surrounding residents but, by contrast, there would be significantly greater opportunity for concealment. This is a concern from the perspective of safety for both users of the visitor bays and passing pedestrians (potentially at greater risk of theft or worse). Concealment also creates the potential for other forms of anti-social behaviour – car break-ins, drug



use and vandalism (to vehicles and the building) for example. The amended conditions proposed at least allow for security controlled access during night-time hours when risk is considered to be greatest by virtue of darkness and less passing traffic.

The open nature of the bays also raises the issues of responsibility and effectiveness of management the open nature of the visitor bays promotes/infers a more general public usage/level of access, which raises liability concerns, for example. This would potentially necessitate a greater level of monitoring through, for example, CCTV and/or a security firm. The proposed amendment reduces liability concerns and monitoring requirements during night-time hours when risk is considered to be the greatest.

- Amenity: Perceived threats (i.e. unease walking past an area with ample opportunity for concealment, especially at night) can have a significant impact on the comfort one feels in a public environment. As such, exposed visitor bays at night time would have a negative impact on the walkability of the street environment in contrast to the objectives of the Springs Design Guidelines.

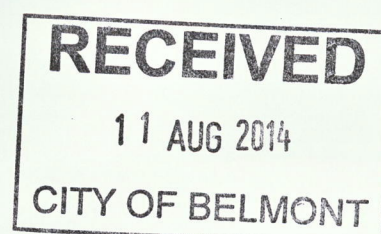
While we maintain that measures to ensure security gates to the undercroft parking area remain open between the hours of 9.00am and 6.00pm daily are not ideal in terms of maintaining security to the development at all times of day, such outcome at least limits the un-controlled access to daylight hours when security risk is less (than at night) due to greater passing (vehicle and pedestrian) traffic as well as daylight providing less opportunity for concealment.

Cost

Our Client has advised Condition 14 is an unreasonable cost burden on the development. The requested amendment would require the installation of only one gate at the entrance to the undercroft car park. By comparison, to ensure the residential car parking bays remain secure and separate from the visitor car parking bays (which presently are to remain open at all times under the current condition), two sets of security gates would be required. A simpler and more cost-effective solution is to amend Condition No. 14 and limit the opening hours of the visitor car parking area to between the hours of 9.00am to 6.00pm with an intercom system being available to allow visitor access outside of these hours.

Conditions 3, 8 and 25

The detailed design work for the development is currently underway, however due to time constraints we request an extension of time of an additional 120 days from the end of September to finalise and submit the requested documentation to the City of Belmont.



Condition 15

The basement car parking has been redesigned to remove the parallel car parking bays V17 and 82 (as per the originally approved plans). Given the subject car parking bays have been removed, we request the deletion of Condition 15 which is now superfluous.

3. Modifications to Plan

Parking Configuration (Basement – Plan A200)

As previously discussed, the car parking arrangement on the basement level of the development has been redesigned. The amended layout ensures compliant vehicle manoeuvring and access is achieved to all car parking bays which was previously raised as an issue from the City's Engineering department (hence the inclusion of Condition 15).

The redesign involves the relocation of storerooms to better accommodate the car parking bays within the basement level. It is considered the refined car parking layout provides for effective vehicle movements and better accommodates the residential and visitor car parking bays for the development.

Community Room / Gymnasium (Ground Floor – Plan A201)

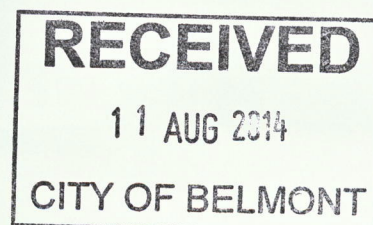
The amended plans propose a revised layout to the communal facilities on the ground floor of the development. The gymnasium has been relocated adjacent to the pool area to provide for a larger and more open community room in its previous location. The community room now includes kitchen, scullery, disabled toilet and lounge facilities which were not previously proposed and increases the overall amenity provided to the future occupants of the development.

The proposed modifications are internal to the development do not result in additional plot ratio area being created. Further, it is considered the amendments result in a positive outcome for the development, with a higher level of communal facilities being provided for the future residents.

Conclusion

This letter has included information relating to:

- precedent established by the JDAP by its approval to the development at Lot 1005 (No. 8) Hawksburn Road, Rivervale;
- ongoing safety and liability concerns;
- onerous cost; and
- minor amendments to the approved plans.



Combined, the information serves to demonstrate that the outcomes facilitated by amendments to conditions as requested would be preferable to the landowner and moreover, consistent with built form outcomes appropriate for the development site and the Springs as a whole. Further, the minor amendments to the plans provide for a higher level of amenity for the future occupants of the development and effective vehicle movements within the car parking area.

We trust that the information contained in this letter is sufficient to allow the revisions as requested to be approved.

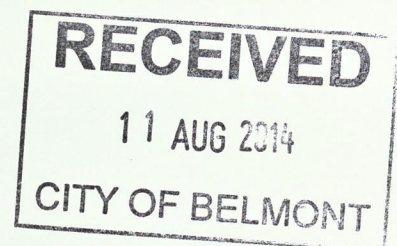
Should you require any further information or clarification in relation to this matter, please contact Peter Fitzgerald on 9221 1991.

Yours faithfully,



Peter Fitzgerald
Rowe Group, Perth Office

cc. Mr Adam Casotti – BGC Development



1 Ext 1

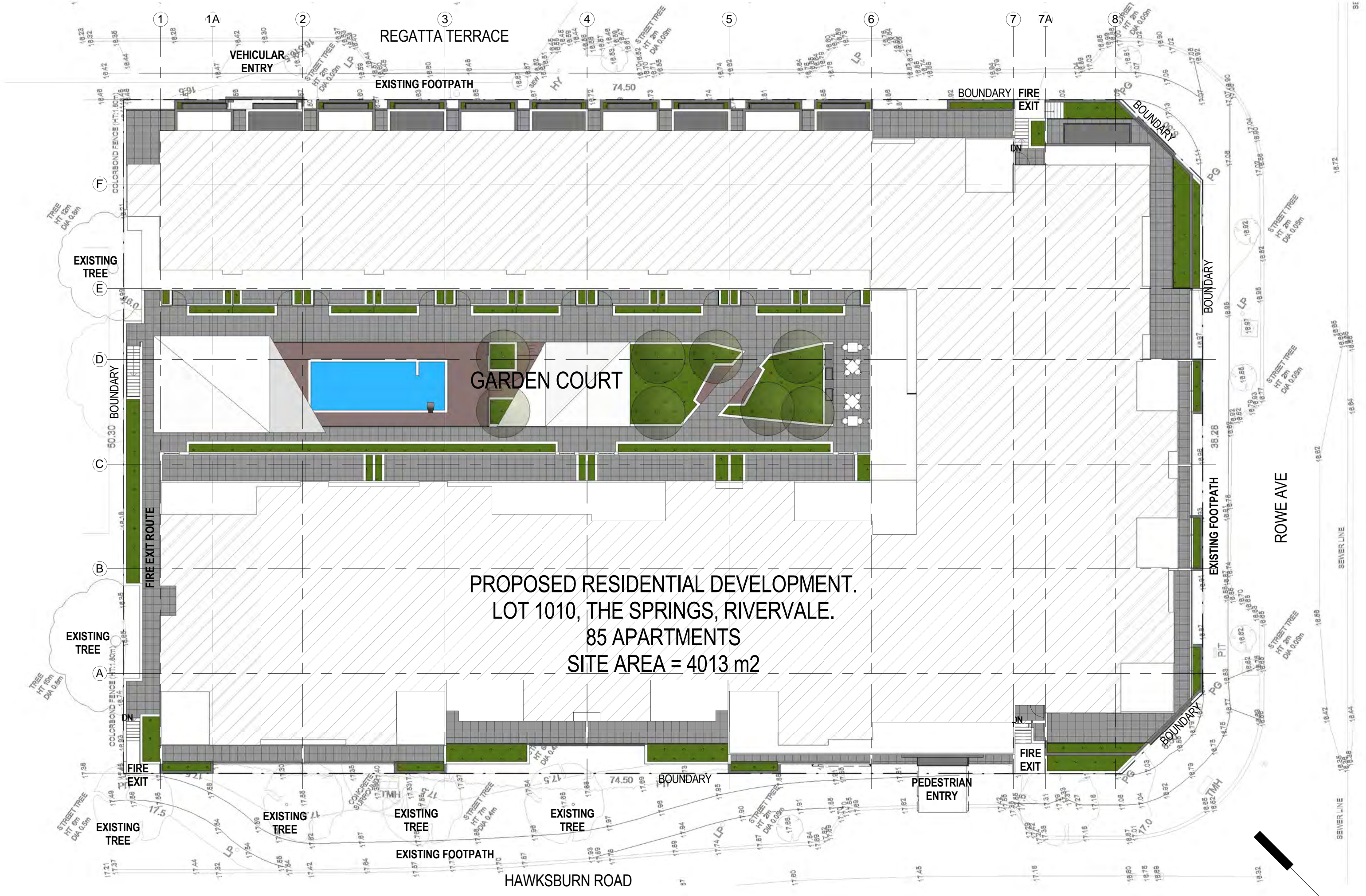


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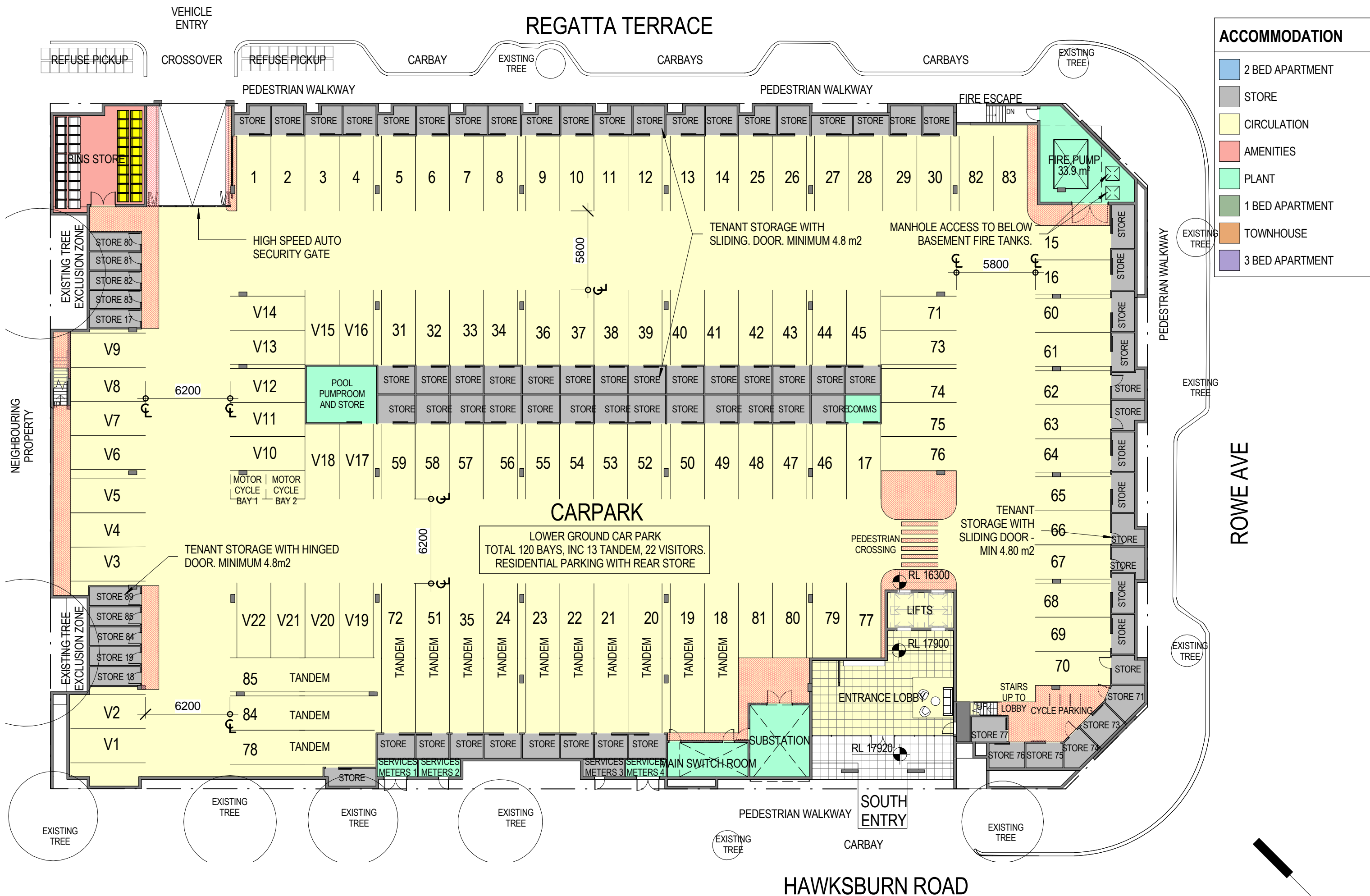


2 Ext 2





PROPOSED RESIDENTIAL DEVELOPMENT.
LOT 1010, THE SPRINGS, RIVERVALE.
85 APARTMENTS
SITE AREA = 4013 m²



REGATTA TERRACE



TRIBECA EAST - THE SPRINGS



Development

H B O + E M T B

Architecture Interior Design Urban Design
Facility Management Project Coordination

A201

SCALE
1 : 250

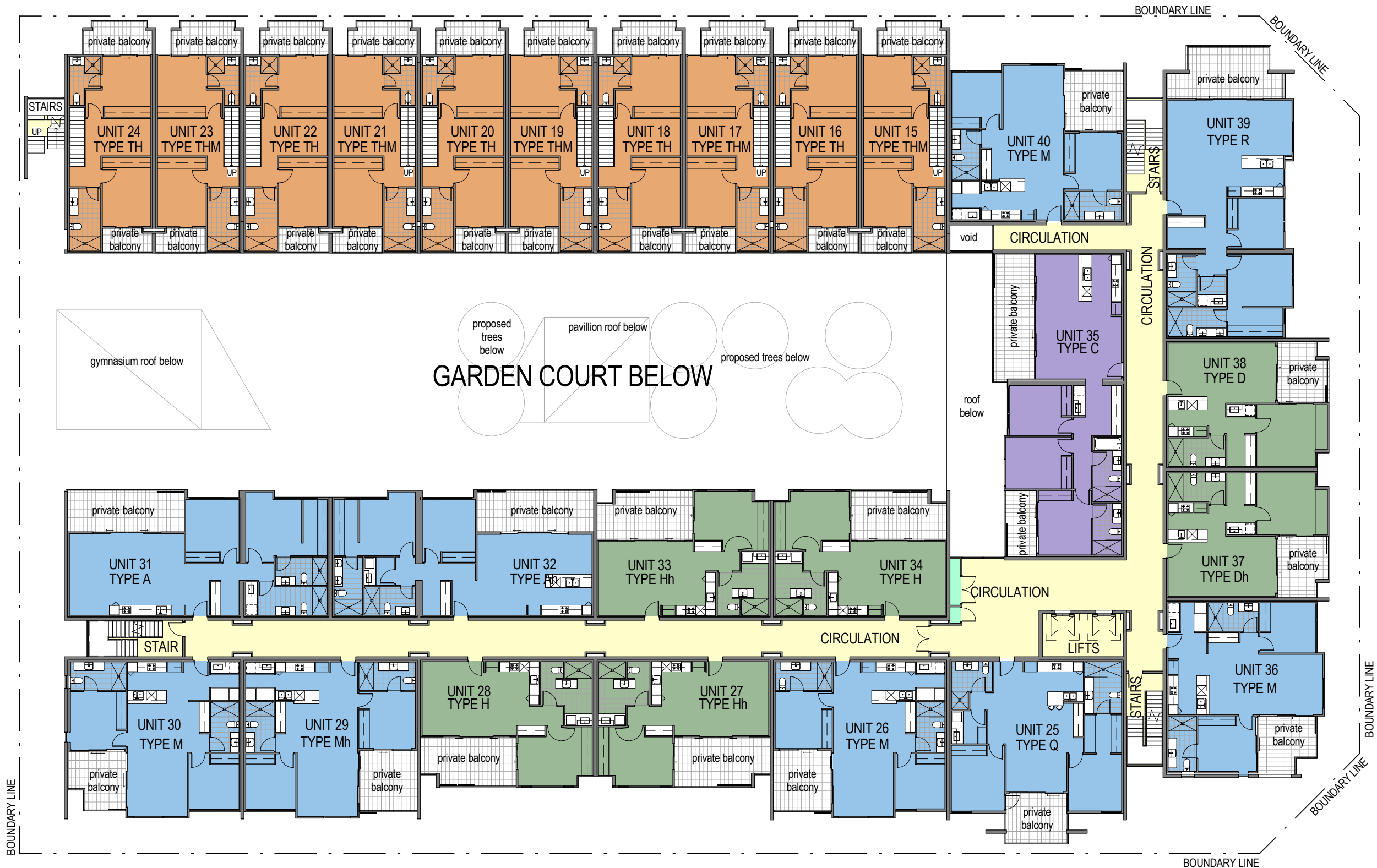
~~GROUND FLOOR~~

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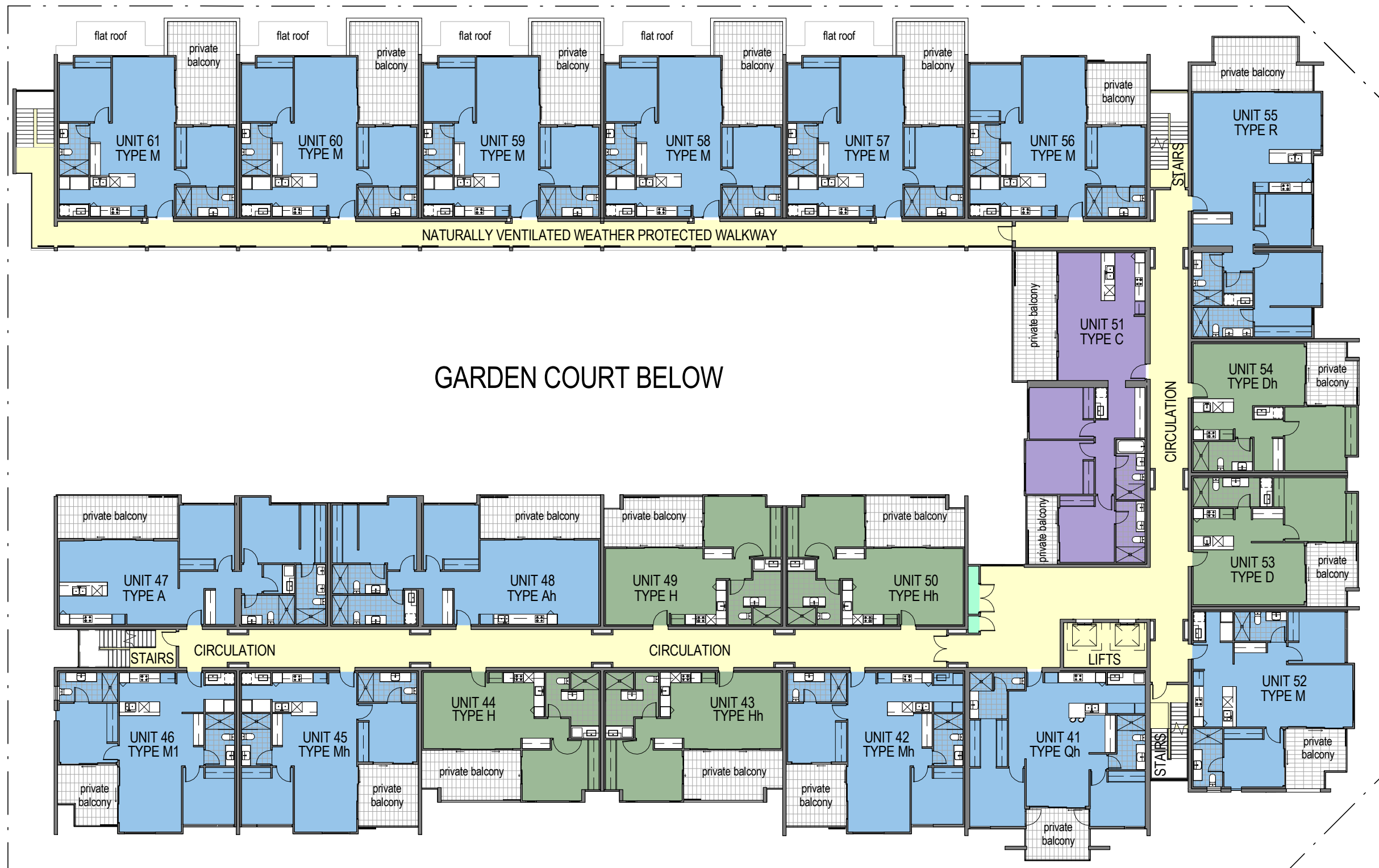
A59

ACCOMMODATION

- 2 BED APARTMENT
- STORE
- CIRCULATION
- AMENITIES
- PLANT
- 1 BED APARTMENT
- TOWNHOUSE
- 3 BED APARTMENT



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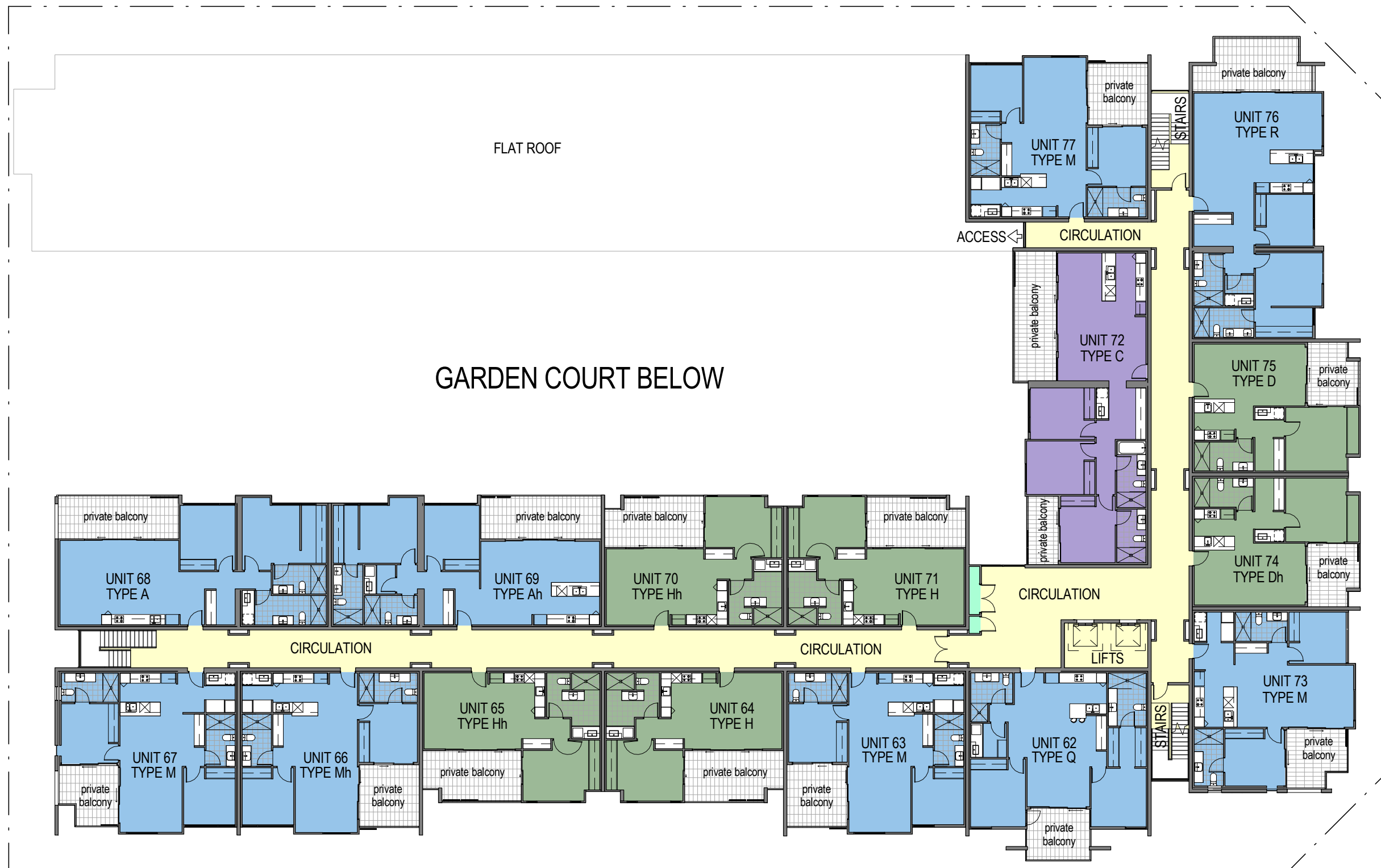
ACCOMMODATION

- 2 BED APARTMENT
- STORE
- CIRCULATION
- AMENITIES
- PLANT
- 1 BED APARTMENT
- TOWNHOUSE
- 3 BED APARTMENT

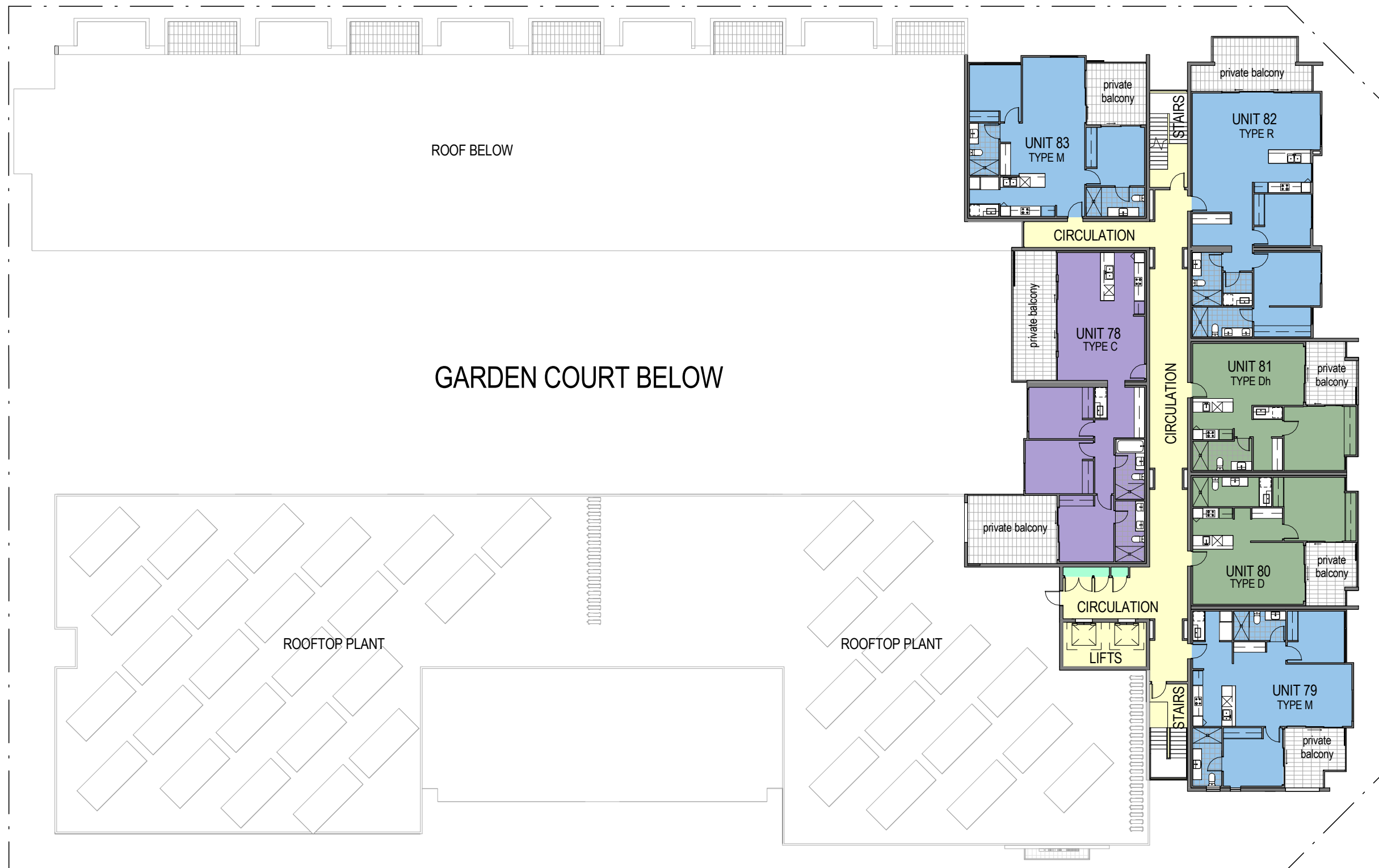
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ACCOMMODATION

- 2 BED APARTMENT
- STORE
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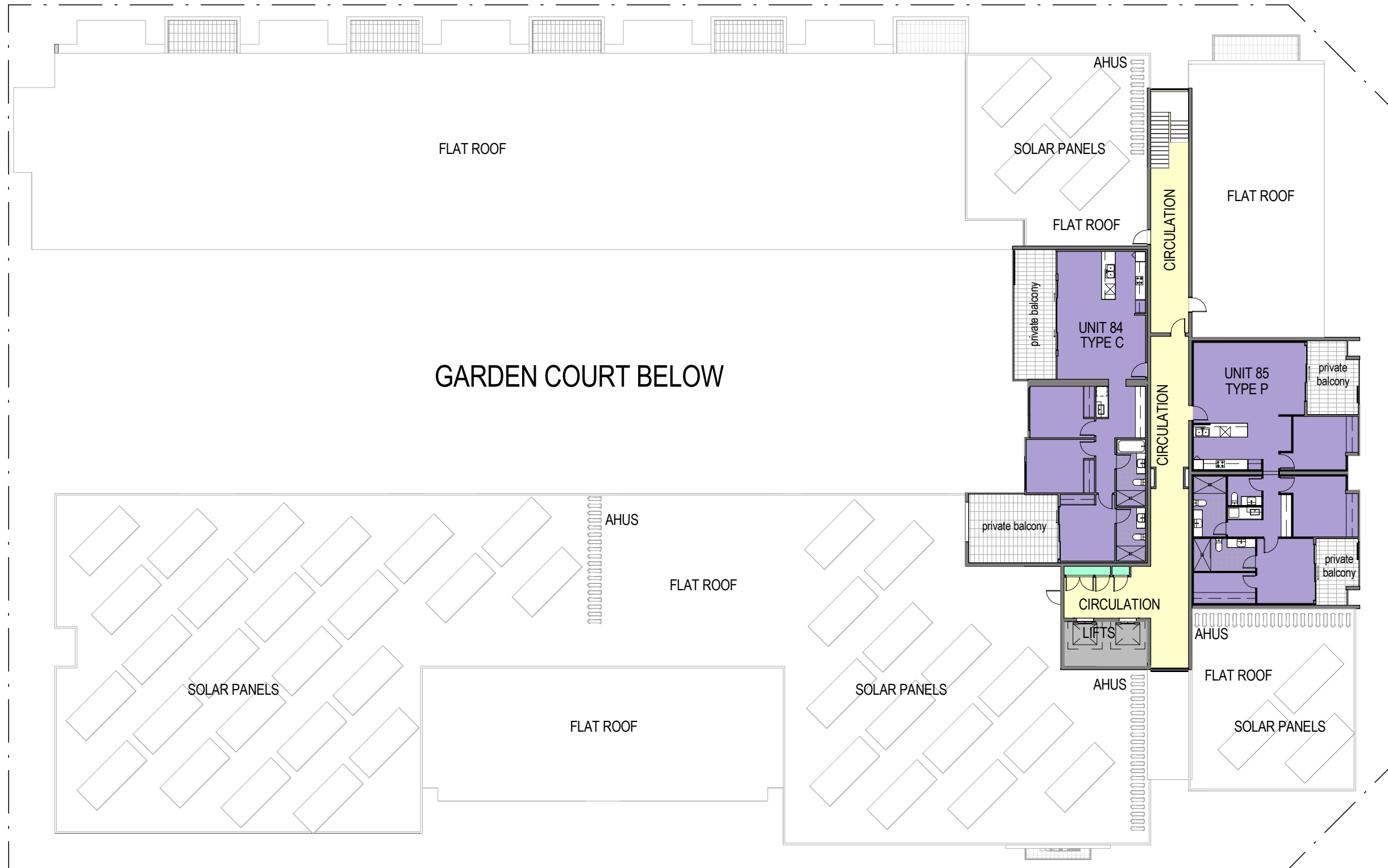
ACCOMMODATION

- 2 BED APARTMENT
- STORE
- CIRCULATION
- AMENITIES
- PLANT
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ACCOMMODATION

- 2 BED APARTMENT
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- TOWNHOUSE
- 3 BED APARTMENT



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NORTH-EAST ELEVATION - REGATTA TERRACE

1 : 250



SOUTH - EAST ELEVATION - ROWE AVENUE

1 : 250

EXTERNAL FINISHES SCHEDULE

- PRE-FINISHED COMPOSITE PANELS BY BONDOR OR SIMILAR.
- PRECAST CONCRETE PANELS WITH THROUGH COLOUR PERMANENT FINISH.
- POWDERCOATED ALUMINIUM WINDOW AND DOOR FRAMING WITH DARK GREY FINISH.
- PODIUM WALLS WITH NATURAL STONE, THROUGH COLOURED RENDER, DECORATIVE STEEL VENTILATION PANELS AND MATCHING DECORATIVE STEEL FEATURE PANELS.
- POWDERCOATED ALUMINIUM SUN SHADING LOUVRES AND PRIVACY SCREENS WITH WHITE FINISH.



SOUTH-WEST ELEVATION - HAWKSburn ROAD

1 : 250



NORTH - WEST ELEVATION

1 : 250

EXTERNAL FINISHES SCHEDULE

- PRE-FINISHED COMPOSITE PANELS BY BONDOR OR SIMILAR.
- PRECAST CONCRETE PANELS WITH THROUGH COLOUR PERMANENT FINISH.
- POWDERCOATED ALUMINIUM WINDOW AND DOOR FRAMING WITH DARK GREY FINISH.
- PODIUM WALLS WITH NATURAL STONE, THROUGH COLOURED RENDER, DECORATIVE STEEL VENTILATION PANELS AND MATCHING DECORATIVE STEEL FEATURE PANELS.
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EXTERNAL FINISHES SCHEDULE

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NORTH EAST GARDEN COURT ELEVATION

1 : 250



SOUTH WEST GARDEN COURT ELEVATION

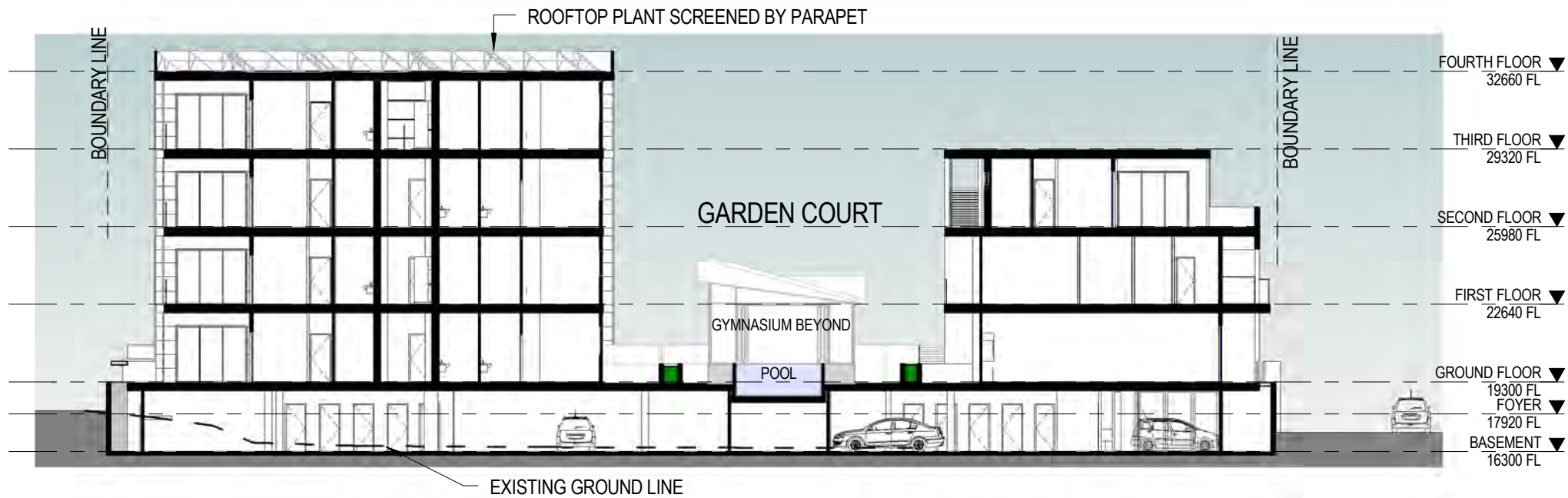
1 : 250



NORTH WEST GARDEN COURT ELEVATION

1 : 250

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NORTH - SOUTH SECTION LOOKING WEST

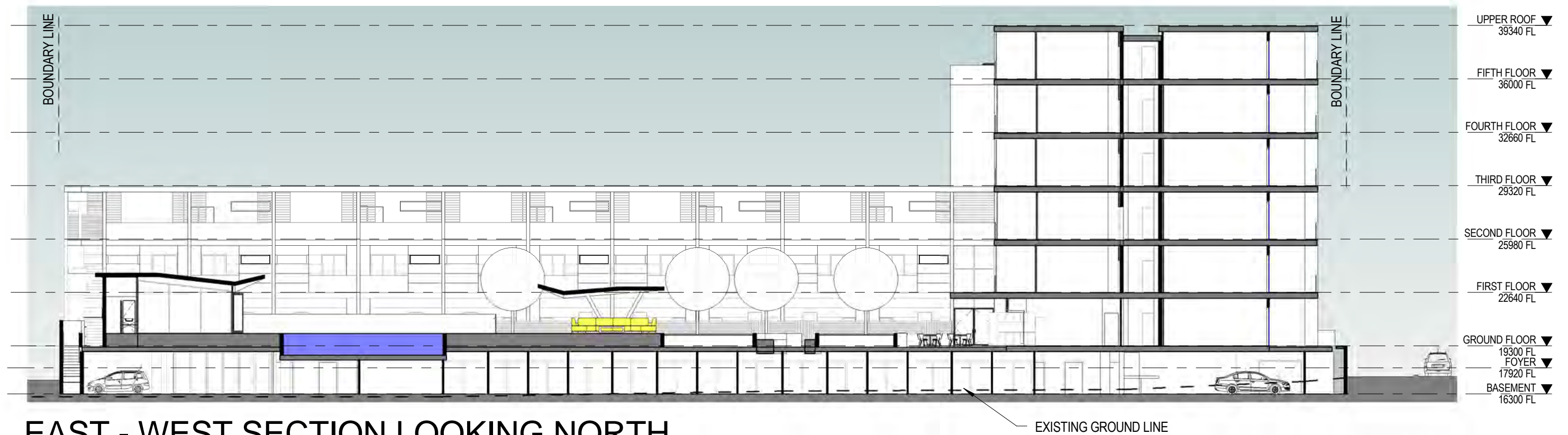
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NORTH - SOUTH SECTION LOOKING EAST

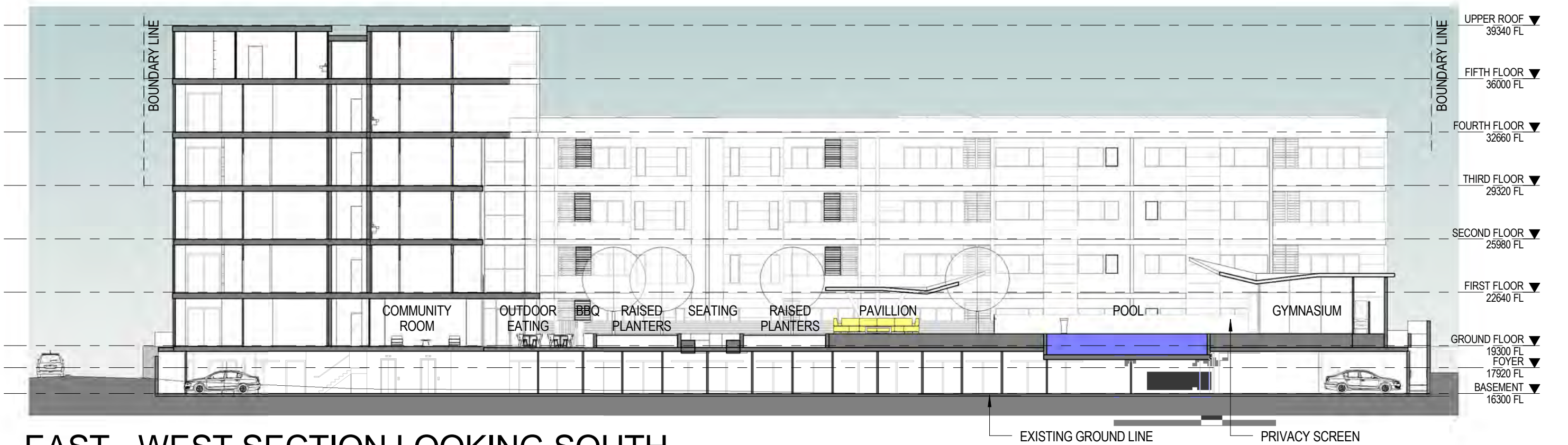
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EAST - WEST SECTION LOOKING NORTH

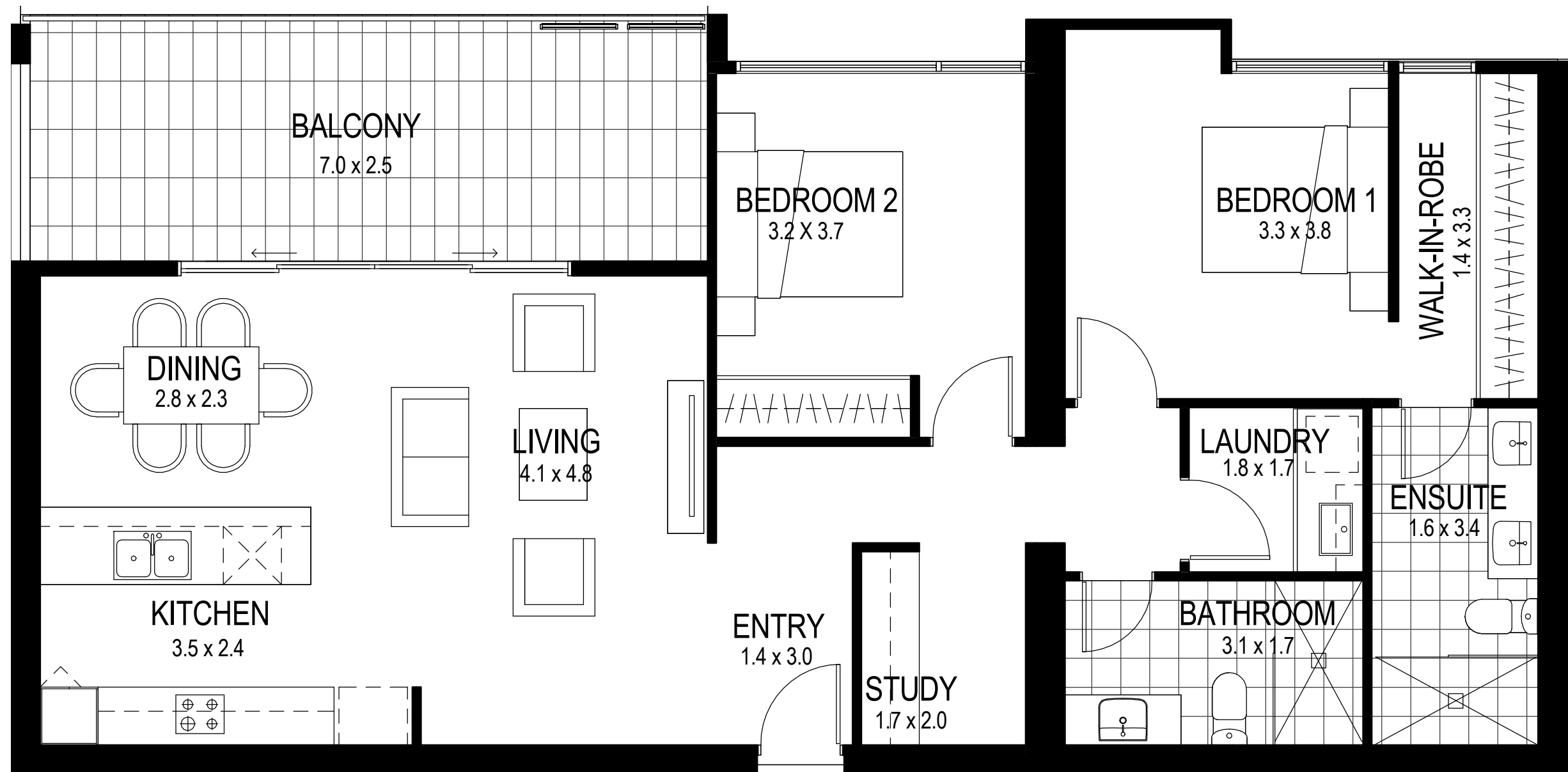
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EAST - WEST SECTION LOOKING SOUTH

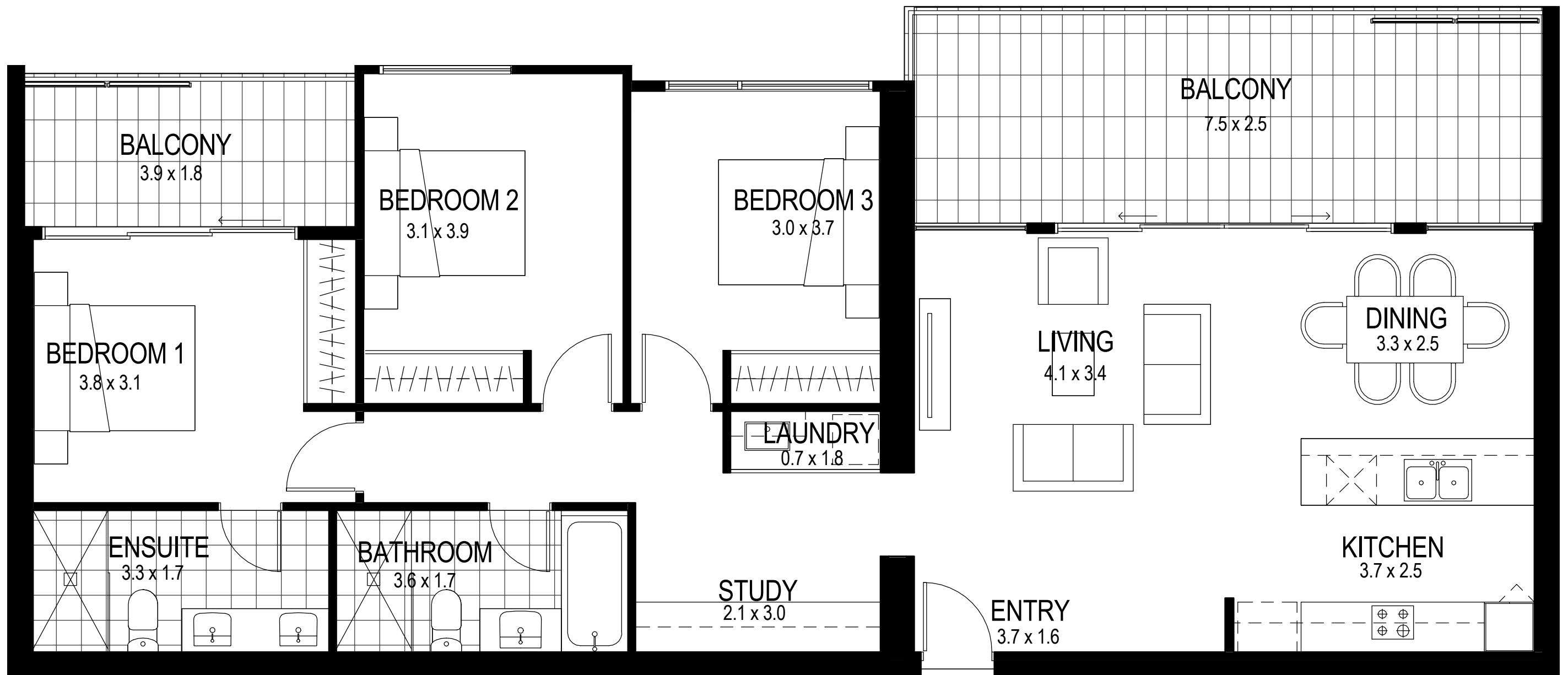
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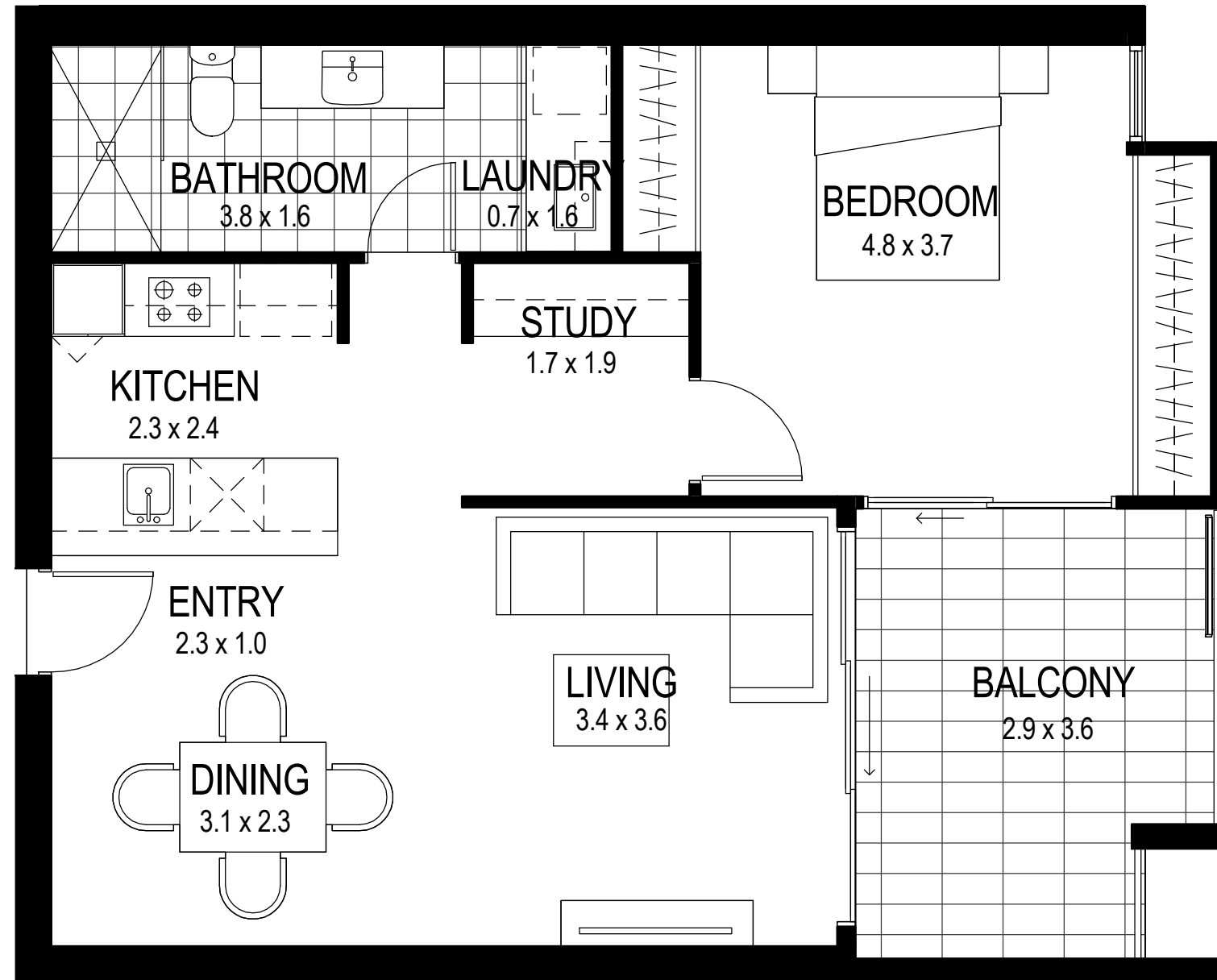
APARTMENT TYPE A LAYOUT
1 : 50

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Application No: 78/2014/A



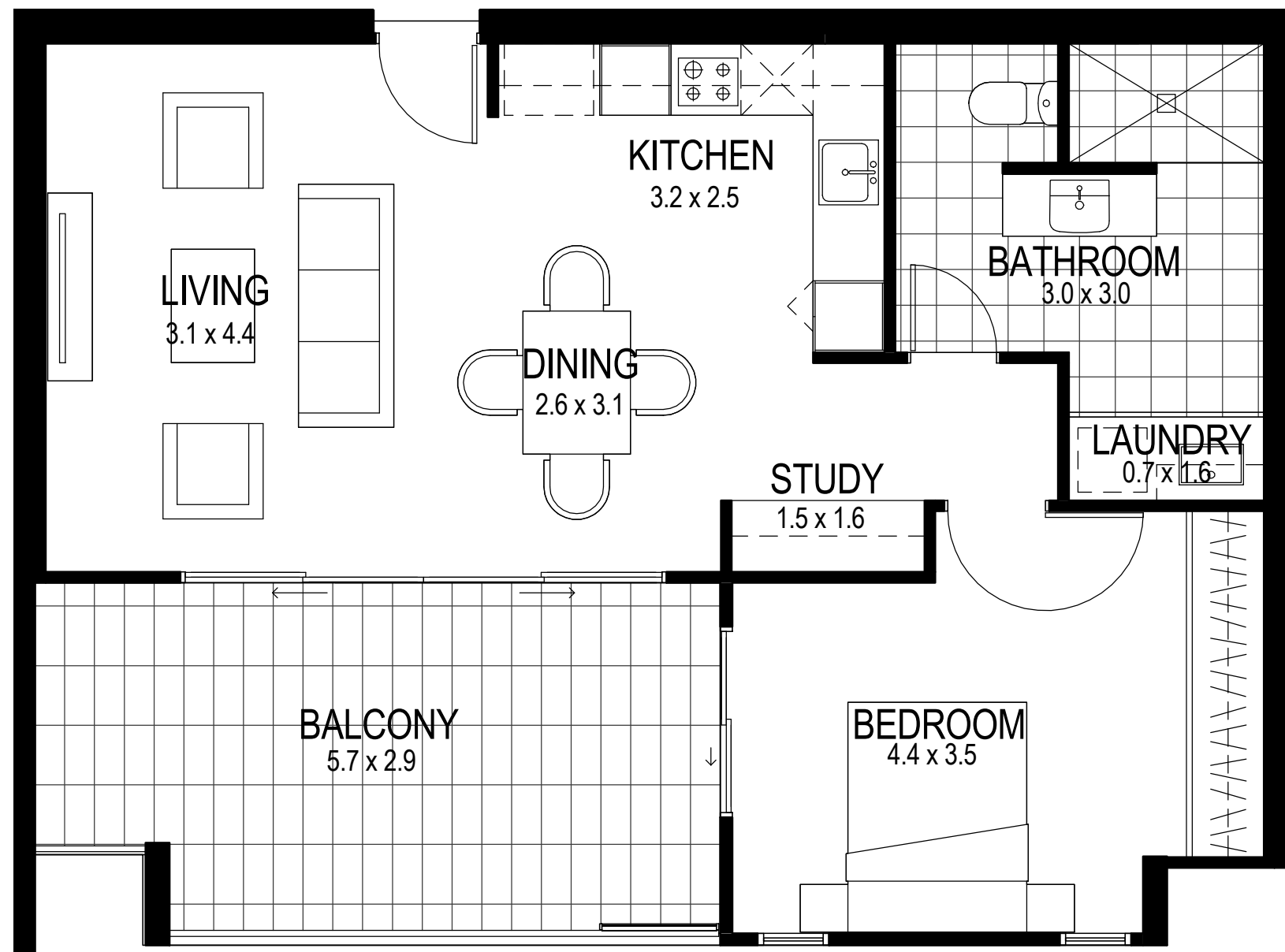
APARTMENT TYPE C LAYOUT
1 : 50

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Application No: 78/2014/A



APARTMENT TYPE D LAYOUT
1 : 50

City of Belmont
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Application No: 78/2014/A



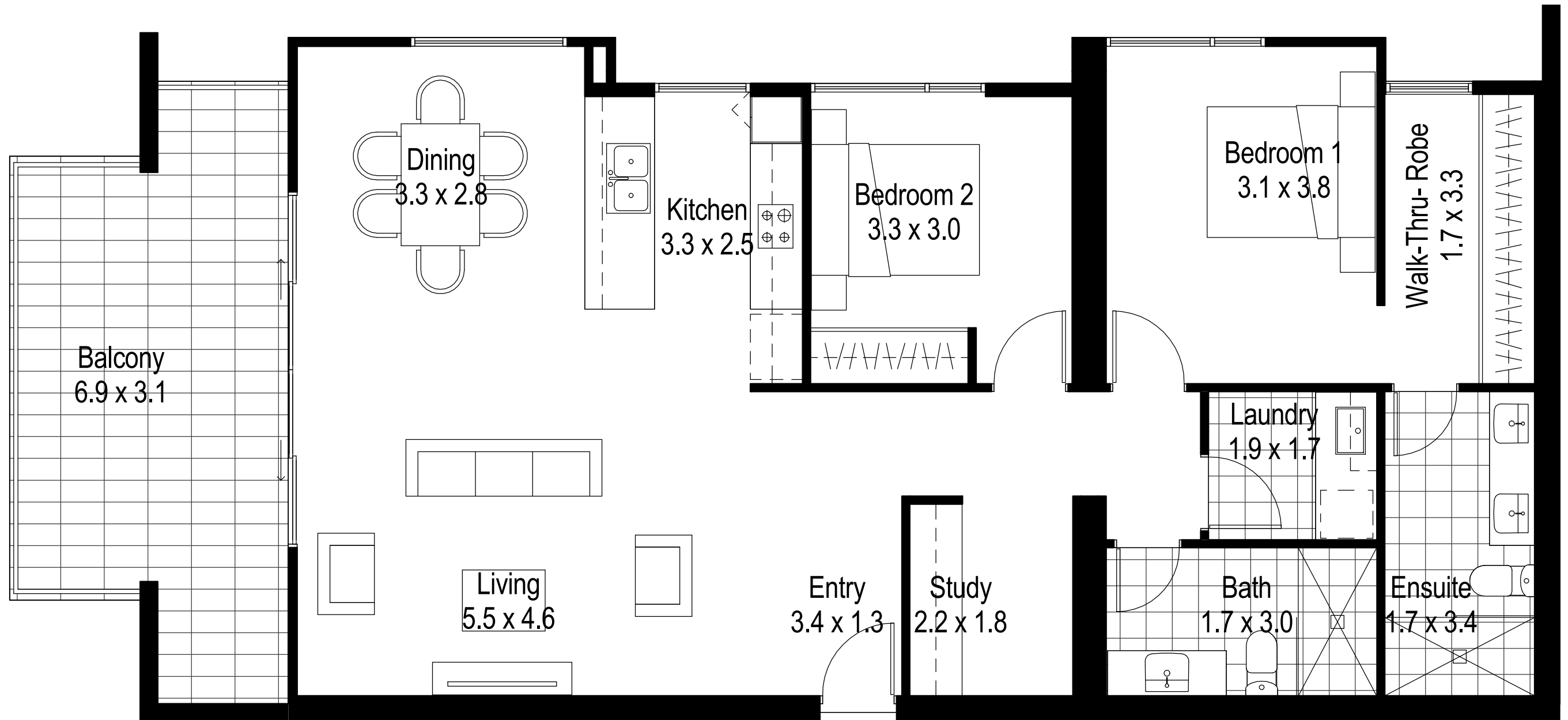
APARTMENT TYPE H LAYOUT
1 : 50

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Application No: 78/2014/A



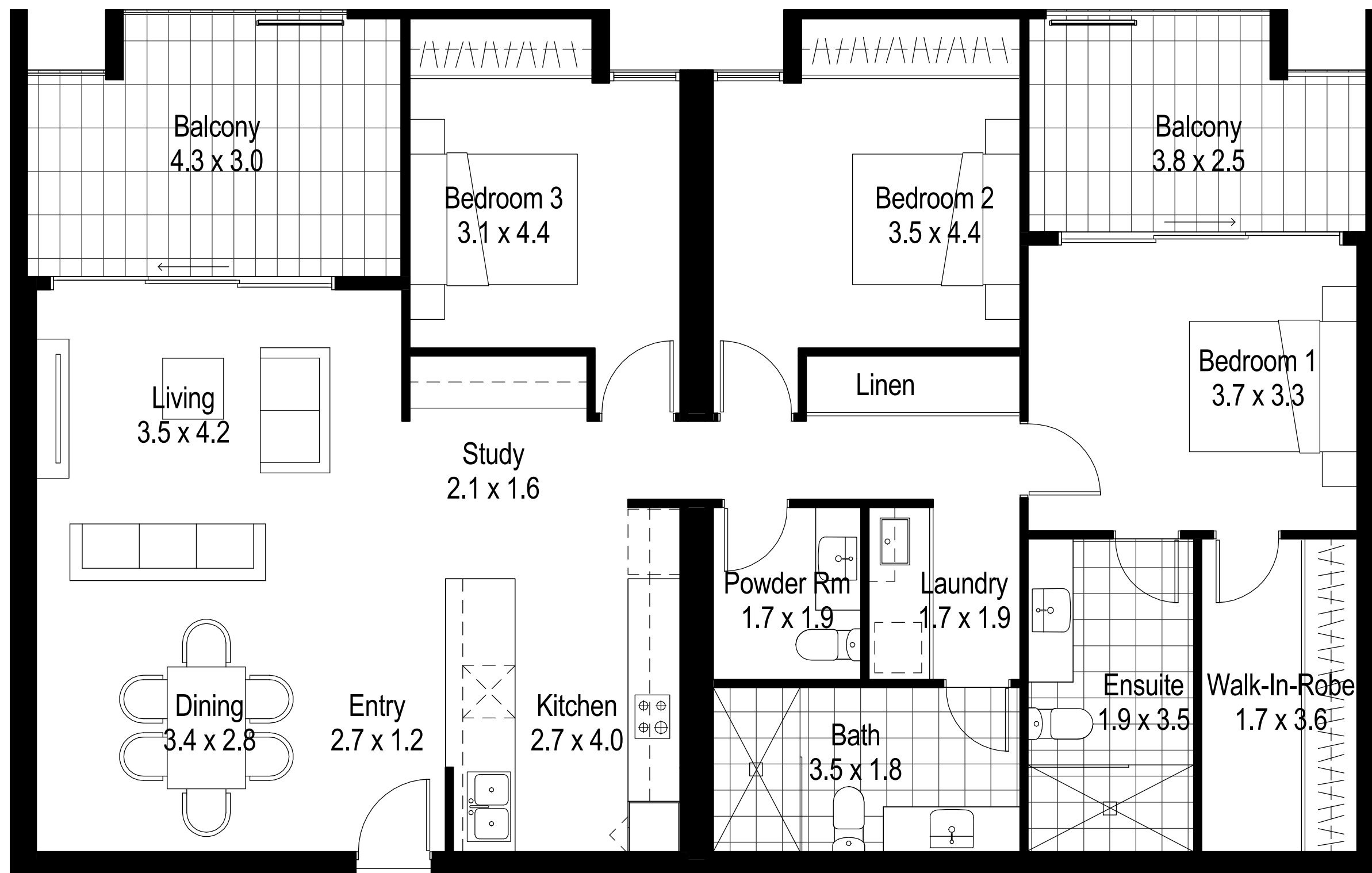
APARTMENT TYPE M LAYOUT
1 : 50

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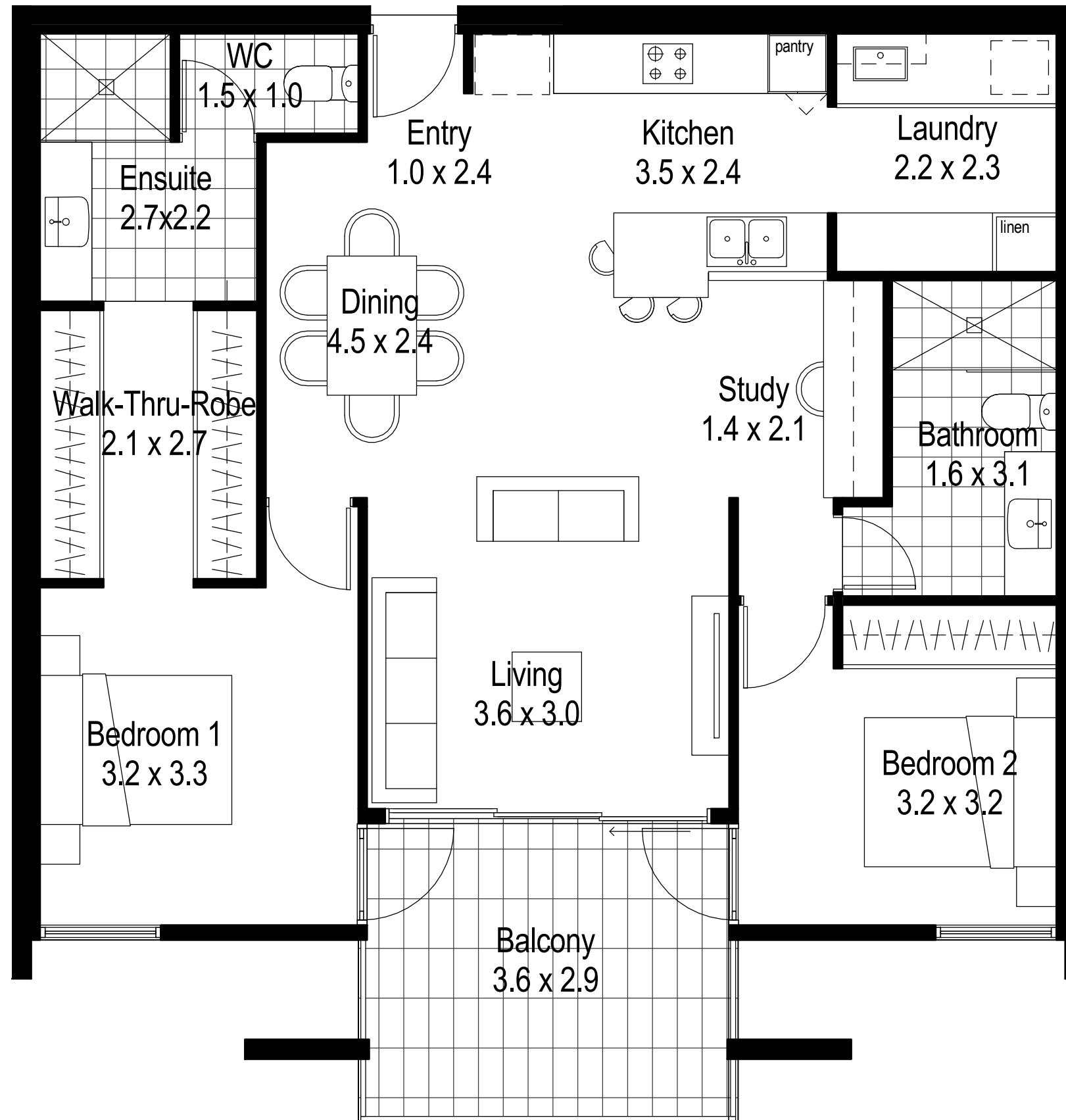


APARTMENT TYPE R LAYOUT
1 : 50

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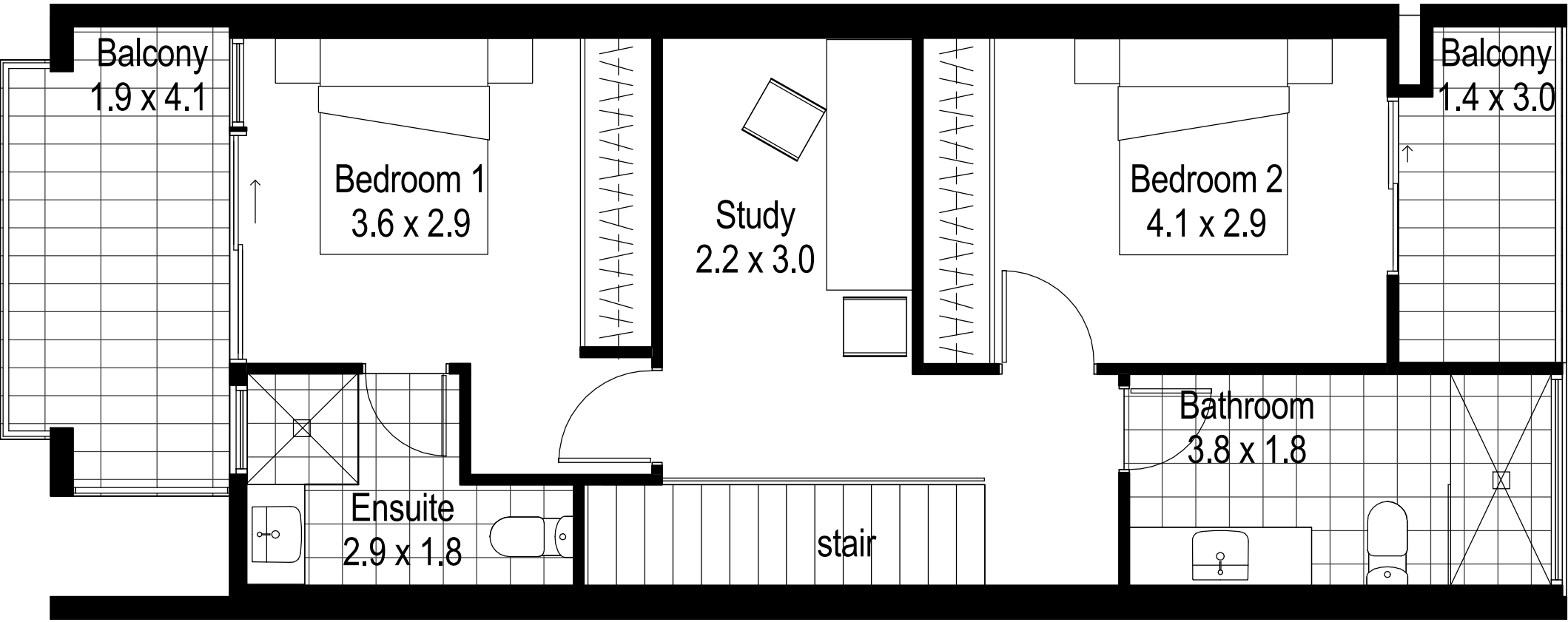


APARTMENT TYPE P LAYOUT
1 : 50

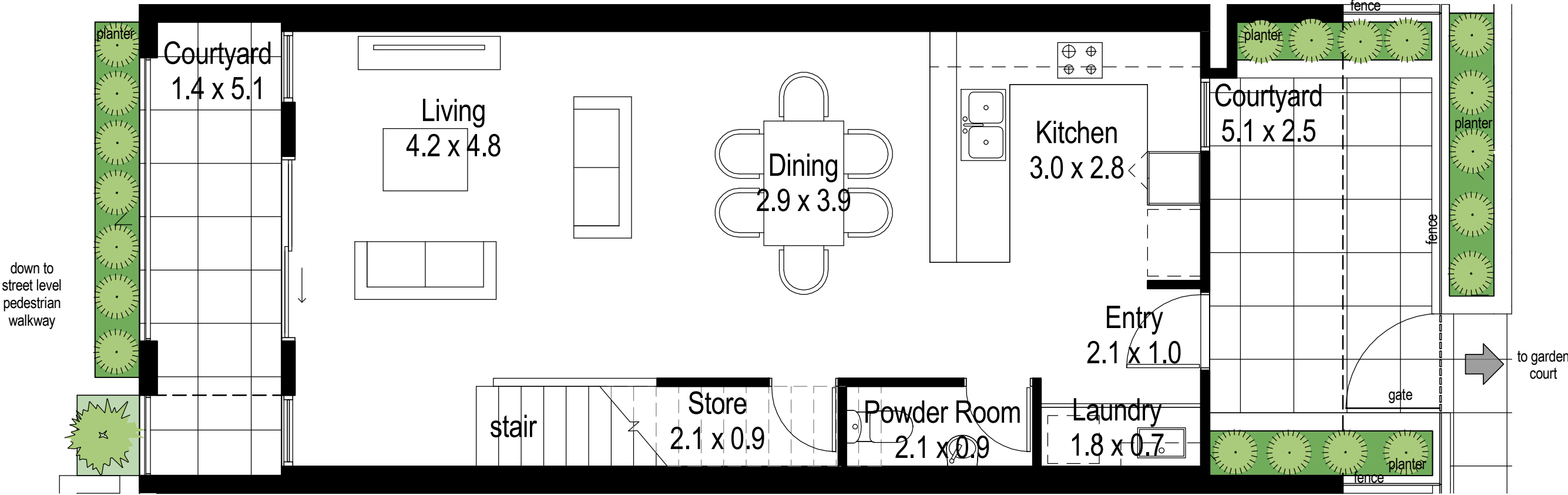


APARTMENT TYPE Q LAYOUT
1 : 50

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TOWNHOUSE FIRST FLOOR LAYOUT
1 : 50



TOWNHOUSE GROUND FLOOR LAYOUT
1 : 50



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Application No: 78/2014/A

TRIBECA EAST - THE SPRINGS
DESIGN DEVELOPMENT



Development

HBO + EMTB

Architecture Interior Design Urban Design
Facility Management Project Coordination

SK10

SCALE

COURTYARD CONCEPT

17/07/14

A80